

TEXAS

**Commercial Vehicle Safety Plan
for the
Federal Motor Carrier Safety Administration's
Motor Carrier Safety Assistance Program
Fiscal Years 2018 - 2020
Annual Update FY 2019**

Date of Approval: Jun 13, 2019

Final CVSP

Part 1 - MCSAP Overview

1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.201](#) and [205](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to “prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety.”

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements (FY 2018 - 2020)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2018 - 2020)
- Part 4: Financial Information (FY 2019)
- Part 5: Certifications and Documents

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit either a single year, a 3-year plan, or an Annual Update to a 3-year plan. As used within the eCVSP, the term ‘State’ means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

NEW FOR FY 2019:

Single Year and Multi-Year plans—For FY 2019, the primary difference in the single year and multi-year CVSP formats is that objectives, projected goals, and activities in the 3-year plan will cover an entire three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—Those States in Year 2 of a 3-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in Year 1 and indicate whether anything needs to be updated for Year 2 via a Yes/No question provided in each Section of Parts 1-3. **NOTE: Answer carefully as there is one opportunity to check Yes/No and then the input is locked.**

- If Yes is indicated, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan.
- If No is indicated, the Year 1 information will not be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All single year, multi-year, and annual update plans have been pre-populated with data and information from their FY 2018 plans. States must carefully review and update this information to reflect FY 2019 activities prior to submission to FMCSA.

In addition, States are reminded to **not** include any personally identifiable information (PII) in the CVSP. The final

CVSP approved by FMCSA is required to be posted to a public FMCSA website.

2 - Mission/Goal Statement

Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☒ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: Please do not include information on any other FMCSA grant activities or expenses in the CVSP.

The basic mission and responsibility of the Texas Department of Public Safety's Commercial Vehicle Enforcement Service (CVE) is weighing and checking commercial vehicle traffic operating over the public highways of this state so that compliance with the statutory provisions of law regulating weight, motor carrier safety, registration, transportation of persons, hazardous material and other property can be obtained.

The goals of the Texas Department of Public Safety are to reduce commercial vehicle crashes through the enforcement of federal and state motor carrier safety regulations and securing compliance with traffic laws and regulations applicable to the operation of all vehicles.

In addition, the Texas Department of Public Safety will continue to seek the voluntary compliance of carriers and drivers with motor carrier safety and hazardous material regulations by taking the appropriate enforcement action for law violations committed by operators of commercial and passenger vehicles, providing carriers with official notice of equipment defects and/or negligence, compiling statistical information in order to determine problem areas related to equipment defects and driver negligence, and providing educational material to motor carriers and drivers.

The Texas Department of Public Safety will continue to train county and municipal law enforcement agencies to assist in its efforts to aggressively accomplish the stated goals.

3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

NOTE: Please do not include activities or expenses associated with any other FMCSA grant program.

The State of Texas has a comprehensive commercial vehicle safety program that includes driver/vehicle inspections, traffic enforcement, public education, data collection, compliance reviews, new entrant safety audits, border enforcement and commercial vehicle enforcement personnel training. The MCSAP grant supports two hundred and sixty eight fully salaried positions, ninety of which are full time commissioned personnel. The duties of these full time employee positions (FTEs) are specified in this grant proposal's personnel budget.

The main focus of the Department of Public Safety's (DPS) enforcement program continues to be roadside inspections. By incorporating the appropriate blend of the various levels of inspection in the program, the Department has been able to make a significant improvement in the overall safety condition of commercial motor vehicles (CMVs) operating in the state. The Department conducts all inspections in accordance with the Commercial Vehicle Safety Alliance (CVSA) standards. This policy helps to ensure the uniformity and quality of all inspections conducted. The Department conducts safety inspections in safe locations, always cognizant of safety for the officer, CMV drivers, and the motoring public. Traffic enforcement violations, along with all federal motor carrier safety regulation (FMCSR) violations, are noted on the MCSAP inspection report. Individual hours are charged to the MCSAP grant for time spent conducting commercial vehicle inspections, commercial vehicle traffic enforcement and out of service verification.

The Department works diligently to detect and apprehend all CMV and non-CMV drivers who are under the influence of alcohol and/or illegal drugs. All DPS officers are certified in Standardized Field Sobriety Testing (SFST) and are certified to operate the Intoxilyzer 9000 instrument.

The Department of Public Safety has developed an active passenger vehicle inspection program with a goal of enhancing passenger carrier safety in Texas. The Department conducts passenger carrier inspections in accordance with MCSAP Comprehensive Policy Version 3.0. Both Level I and V inspections are conducted during terminal and destination inspections. Because of the necessity to limit the time that a passenger vehicle is delayed during an inspection, the passenger vehicle becomes a "priority vehicle" and every effort is made to move the passenger vehicle forward so that it can be inspected as quickly as possible. The safety and comfort of the passengers traveling on a passenger vehicle that is to be placed out-of-service also becomes a priority when selecting the out-of-service location.

The Department provides significant training to commissioned and non-commissioned personnel related to required National Training Center (NTC) courses as well as training courses in relevant state regulations. The Department continues to anticipate additional training requirements as a result of a significant number of retirements and promotions in recent years. In addition, continued interest by qualified municipalities and counties to enforce the federal motor carrier safety regulations will also increase our training responsibilities. The Department will maintain an aggressive training schedule to compensate for these issues. The Department maintains a full time training staff of nine commissioned training sergeants. Five of these are salaried by means of MCSAP funding. Training hours and "train the trainer" hours are budgeted under MCSAP funding for the Department's commissioned and non-commissioned inspectors.

The Department consistently maintains excellent data accuracy and timeliness. The timeliness and accuracy of crash record, inspection, and traffic enforcement data from the State of Texas to MCMIS continues to progress positively. The Motor Carrier Bureau, in partnership with FMCSA Technical Support, continues to work to ensure we

maintain the highest possible data quality standards. In addition, the Department maintains procedures for data entry personnel to research carrier information to ensure crashes are correctly designated. Monthly reviews of our State Safety Data Quality (SSDQ) statistics, as well as strict procedural requirements, have helped us maintain “good” and “No Flag” crash and inspection data quality ratings.

The Department continues to provide education and outreach programs to the motoring public. Public education and awareness activities are seen as essential to augmenting the level of compliance with various safety regulations. This program supplements the Department’s increased emphasis placed on the compliance review program as well as the opening of the US-Mexico border to Mexican carriers who are less familiar with the FMCSRs. The Department’s Public Education and Awareness contacts cover various topics through informal brochures entitled, “A Texas Motor Carrier’s Guide to Highway Safety”, “Driver and Vehicle Requirements for Commercial Transportation”, “Hazardous Material Transportation”, and “A Texas Guide to Farm Vehicle Compliance.” These documents are periodically reviewed and updated with the latest changes and additions to state and federal laws and requirements.

The Compliance Review (CR) Program is a valuable part of our overall strategy. Originally implemented in FY 1993, the current program consists of compliance reviews of motor carrier operations, filing of enforcement cases as warranted, the assessment of administrative penalties for violations, and the administrative review of the enforcement cases within the Department’s administrative hearing process. The Department’s Compliance Review program, including the appeal process and fine structure, mirrors the FMCSA CR program, utilizing the Compliance Analysis and Performance Review Information (CAPRI) and Uniform Fine Assessment (UFA) programs. Beginning with the consolidation of the MCSAP and New Entrant programs in FY 2018, the Department will have seventy eight non-commissioned investigators certified to conduct compliance reviews. Of these seventy eight investigators, only twenty three will be completely salaried by MCSAP funding. Individual hours are charged for time spent conducting compliance reviews for state funded inspectors. The Department has developed a comprehensive Commercial Vehicle Enforcement Compliance Review Program Policy Manual (MCS-15) that provides detailed guidance for the Department’s investigators. This Manual provides uniformity with the Electronic Field Operations Training Manual (eFOTM) distributed by the Federal Motor Carrier Safety Administration and includes additional guidance on state laws.

The New Entrant Safety Assurance Program is designed to improve the safety performance of new entrant motor carriers by providing educational and technical assistance to new motor carriers as they begin their new business in the motor carrier industry. The safety audit will be used to both educate the new carrier on compliance with the federal motor carrier safety regulations and hazardous material regulations, and to determine areas where the carrier might be deficient in terms of compliance. To accomplish this objective, each new entrant motor carrier will receive a safety audits. The majority of Texas State funded compliance review investigators have been cross trained to conduct new entrant safety audits as well. Individual hours may be billed for time spent conducting new entrant audits for state funded inspectors.

In FFY 2002, the Texas DPS and FMCSA first entered into a cooperative agreement to provide for infrastructure to support the commercial vehicle safety inspection personnel at the Texas-Mexico border. Since the time of that initial agreement DPS has continued to make periodic manpower adjustments to ensure that our border inspection personnel are stationed where the maximum number of vehicles can be inspected and appropriate supervisory span of control is maintained. The Texas DPS believes that our border staffing supports our general commercial vehicle enforcement activities conducted under the Texas Commercial Vehicle Safety Plan (CVSP) and also encompasses the goals and objectives of the FMCSA’s Texas Division’s Safety Plan. The Department’s primary mission at the Texas-Mexico border is:

- To ensure public safety and security;
- To prevent the premature and unnecessary deterioration of the state highway infrastructure;
- To ensure compliance with all state and federal regulations governing commercial vehicles and their drivers;
- To create an environment that promotes vital and safe commerce in Texas and throughout the United States;
- Encourage the Mexican trucking industry to take a greater participatory role in resolving transportation safety issues.

All Department CVE enforcement personnel are trained to enforce Federal Motor Carrier Safety Administration (FMCSA) interstate and intrastate operating authority and insurance requirements. Operating authority, registration, and insurance enforcement activities are performed during traffic enforcement stops and roadside inspections. Roadside verifications of credentialing documents are obtained through the DPS Communications Service which has access to the FMCSA SAFER System and the Texas Department of Transportation’s Motor Carrier Database. In addition, the Department has implemented in-car wireless communications which provide real-time verification of a motor carrier’s federal carrier Out of Service (OOS) status, operating authority, commercial driver license status, registration, and insurance during each roadside inspection.

Finally, the Department places a strong emphasis on the interception of illegal contraband being transported by commercial motor vehicles. The Texas Highway Patrol (THP) continues to lead the nation in seizing controlled

substances and other assets derived from illegal drug trafficking in commercial motor vehicles. A successful criminal interdiction program begins with the initial traffic stop. All Department officers are trained to look beyond the initial traffic stop for indicators of criminal behaviors and activities.

The Department's commercial vehicle enforcement programs continue to maintain financial strength. The Department believes current MCSAP funding along with matching state funding is sufficient to implement the national and state specific program activities as long as funding is provided in a timely manner.

4 - MCSAP Structure

Please review your State's MCSAP structure information. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements —Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	TEXAS DEPARTMENT OF PUBLIC SAFETY
Enter total number of personnel participating in MCSAP activities	610
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	610
Traffic Enforcement Activities	376
Investigations*	78
Public Education and Awareness	610
Data Collection and Reporting	4
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	72
Total # of MCSAP Participating Personnel:	264

Part 2 - Crash Reduction and National Program Elements

1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 - 2020 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2017, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

Note: *For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the State Quarterly Report and CVSP Data Dashboard, and/or the CVSP Toolkit on the A&I Online website. The Data Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <http://ai.fmcsa.dot.gov/StatePrograms/Home.aspx>. A user id and password are required to access this system.*

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/ objectives.

2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2012 - 2016

Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

ALL CMV CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

Goal measurement as defined by your State: Actual # Fatal Crashes

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2015	09/30/2016	712	610	613
10/01/2014	09/30/2015	726	553	616
10/01/2013	09/30/2014	640	544	559
10/01/2012	09/30/2013	640	453	550
10/01/2011	09/30/2012	516	406	458

MOTORCOACH/PASSENGER CARRIER CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Actual # Fatal Crashes

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2015	09/30/2016	44	25	29
10/01/2014	09/30/2015	41	19	28
10/01/2013	09/30/2014	24	21	21
10/01/2012	09/30/2013	27	19	23
10/01/2011	09/30/2012	21	22	20

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Actual # Fatal Crashes

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2015	09/30/2016	13	8	11
10/01/2014	09/30/2015	14	8	9
10/01/2013	09/30/2014	12	0	9
10/01/2012	09/30/2013	13	0	9
10/01/2011	09/30/2012	5	0	5

Enter the data sources and capture dates of the data listed in each of the tables above.

Texas DPS Crash Database snapshot 07/07/17.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

The overall crash reduction goal for the FY 2014-2017 period was defined as a one percent reduction in the number of fatality crashes based on each previous year. In FY 2016 the fatality crash reduction goal was to be no greater than 610. The outcome was 613 crashes, a fairly negligible percentage over the anticipated outcome.

The passenger vehicle crash reduction goal for the FY 2014-2017 period was defined as a five percent reduction in the overall number of fatality crashes per year based on each previous year. In FY 2016 the goal was to be no greater than 25 crashes. The outcome was 29 crashes, 16 percent over the anticipated outcome.

While the state continues to track overall number of hazardous material (HM) related CMV fatality crashes, it is observed that crashes have increased in pace with the number of non-HM fatality crashes. As such, the state does not have a specific hazardous materials safety problem that warrants a separate program or individual strategies and so does not set a hazardous material incident reduction goal.

The numbers reported for each period represented the overall number of fatality crashes and did not take in to account vehicle miles travelled (VMT). While Texas VMT may be a more precise measurement, the effect on the overall statistics at these levels becomes negligible due to the enormous number of miles already established in the state.

Texas' growth related to a more robust than average economy, ever expanding trade with Mexico, high speed limits and the strong energy sector are believed to have contributed to an increase in crashes that enforcement efforts could not entirely keep pace with.

Narrative Overview for FY 2018 - 2020**Instructions:**

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

The State of Texas leads the nation in fatal crashes involving commercial motor vehicles.

The goal of a one percent yearly reduction in the states crash rates was first set in the FY 2010 CVSP for the period of FY 2010 to FY 2013. The numbers reported for each period represented the overall number of fatality crashes and did not take in to account vehicle miles travelled (VMT). While Texas adds significant miles of roadway each year, making VMT rates a more precise measurement, the effect on the overall statistics at these levels becomes negligible due to the enormous number of miles already established. The one percent reduction by year was never achieved. Texas' growth related to a more robust than average economy, expanded trade with the southern Mexico border, increases in state speed limits and the growing energy sector issues contributed to an increase in crashes that enforcement efforts could not entirely keep up with. The goal set for the FY 2014-2017 period was similarly established as a one percent reduction in the number of fatality crashes based on each previous year.

Enter the data source and capture date:

Texas DPS Crash Database snapshot 07/02/18.

Projected Goal for FY 2018 - 2020:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2018	589
2019	583
2020	577

To reduce commercial motor vehicle fatality crashes by one percent each fiscal year during the 3 year period from 2018 – 2020. The goal each year of the FY 2018-2020 period will be based on the previous year. If we manage to achieve the intended goal of a one percent reduction in the number of fatality crashes then FY 2018 should see no more than 589 crashes based on the 595 that occurred in FY 2017. That number should then decline by an additional one percent each successive year (FY 2018 = 589, FY 2019 = 583, FY 2020 = 577)

Program Activities for FY 2018 - 2020: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

The Department will assign the 376 CVE troopers and 152 NAS (North American Standardized) certified HP troopers to conduct routine inspection/enforcement activities on high crash corridor highways. Inspection and traffic enforcement activities will be conducted every day of the week and during all hours of the day but specific manpower deployments will be assigned by supervisors based on commercial motor vehicle travel patterns and the needs of specific areas. Task force operations will be utilized to address specific problem areas and high crash corridors.

All of Texas 78 investigators will now complete focused and comprehensive interstate CSA reviews and may also be trained to conduct new entrant audits.

The Department's 376 commissioned CVE troopers as well as the 78 non-commissioned investigators perform public contacts on request and by assignment as well as distribute educational materials as necessary.

The Department will employ 2 full time programmers 2 full time database administrators to oversee the collection and submission of all crash and inspection data.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

Performance Measurement 1: The Department will measure program/activity by reviewing commercial vehicle fatality crashes, fatalities, injury crashes, injuries, and total crashes.

Performance Measurement 2: The Department will measure and review all levels of inspection activity. This will include inspections with traffic violation and without.

Performance Measurement 3: The Department will measure the number of serious traffic violations detected issued to CMV and non-CMV during routine patrol and while conducting task force operations in high crash corridor locations with a focus on speeding, safety belt, and radar detector citations and warnings issued.

Performance Measurement 4: The Department will measure and review the numbers of carrier cargo, passenger, and HM interventions conducted for off-site reviews as well as focused and comprehensive on-site reviews.

Performance Measurement 5: The Department will measure the number of public contacts as well as the issuance of educational materials.

Performance Measurement 6: The Department will continually monitor all crash and inspection data for timeliness and accuracy.

Monitoring & Evaluation

The Department will review and analyze the results of agency statistical data in all categories on a quarterly basis to identify progress and future trends. Task force operation activity will be reviewed after each project is completed to identify driver/vehicle out of service rates and other pertinent statistical data indicating the need for additional focus areas. The Department will evaluate statistical data as well as perform personnel observations to ensure compliance reviews are thorough, comprehensive, and performed in a timely manner. The Department will evaluate the number of seminars, contacts, training sessions, and hours dedicated to conducting public education and awareness activities. The Department will continue to closely monitor all SSDQ categories to maintain the "good" rating in all currently "good" categories and make every effort to improve any deficient category to a "good" status.

Quarterly program activity reports will be submitted to FMCSA detailing statistics and progress.

3 - Roadside Inspections

Please review the description of your State's overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

- ☒ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2018 - 2020.

Note: In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.

Trend Analysis for 2012 - 2016

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	33170	34588	31624	30769	38132
Level 2: Walk-Around	186679	204375	179773	172132	190280
Level 3: Driver-Only	22574	20013	14084	15507	18429
Level 4: Special Inspections	24	13	6	5	54
Level 5: Vehicle-Only	391	439	441	632	540
Level 6: Radioactive Materials	0	0	8	7	2
Total	242838	259428	225936	219052	247437

Narrative Overview for FY 2018 - 2020

Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

Roadside Inspections are important in minimizing the risks related to the transportation of hazardous materials and passengers. Inspections can be instrumental in identifying national problems such as motor carriers placed out of service, fatigued drivers, improper commercial driver license (CDL) status or vehicle violations, which are occurring broadly across the motor carrier industry.

The Department will ensure CVE troopers and non-commissioned inspectors are adequately trained and equipped to perform their duties in the most safe, effective, and efficient manner through training and job activity observations. Increasing the number of inspections and presence of CMV troopers on high crash corridor highways will serve as a clear deterrent to drivers committing serious traffic violations resulting in a reduction of overall CMV crashes. The Department will conduct inspections on high crash corridor highways, those with high crash rates. In addition, CVE personnel will perform inspections within the Texas DPS Regions contiguous to the United States-Mexico border.

At full staffing, the Department has a total of 376 CVE commissioned CVE troopers, 147 civilian inspectors and 78 civilian investigators stationed statewide that are certified to conduct all levels of inspections. Of these, 59 troopers and 126 of the civilian inspectors will be fully MCSAP funded. In addition, the Department has trained 152 Highway

Patrol troopers to conduct inspections. The remaining 317 commissioned troopers are periodically assigned and the remaining 21 non-commissioned are permanently assigned to conduct inspections at fixed facilities.

The state has approximately 115 locations away from the border that serve as fixed locations to conduct inspections. Of these, 9 fixed sites are scheduled to be manned 40 hours a week.

In FY 2017, North American certified troopers and inspectors performed a total of 384,657 inspections of levels 1 through 6. Of these inspections, 129,852 were conducted at United States-Mexico border port of entry facilities. Not included in these totals, Texas has 72 local agencies employing 264 inspectors that perform inspection activities not supported by MCSAP funding.

The Department has deployed a roadside inspection report application that automatically runs a computer check on a driver once the information is entered into the software application. This capability helps ensure our personnel conduct CDL verification inquiries on all of the drivers they inspect. This automation has proved to be a valuable asset to the CVE service by identifying drivers and vehicles in violation of federal out of service orders. As a matter of policy the Department confirms operating authority during all inspections. In addition, the Department has purchased hazardous material enforcement software to enhance inspections of motor carriers transporting hazardous material.

The Department continues to emphasize the need for all levels of inspections as part of an overall enforcement strategy. While the state recognizes that the FMCSA strongly encourages the use of driver only inspections, the state also appreciates the need to evaluate vehicle issues and points out that based on Texas roadside inspections data, equipment violations vastly outnumber driver violations as a cause for an out of service condition.

The Department of Public Safety has developed an active passenger vehicle inspection program with a goal of enhancing passenger carrier safety in Texas. The Department conducts passenger carrier inspections in accordance with MCSAP Comprehensive Policy Version 3.0. Both Level I and V inspections are conducted during terminal and destination inspections. Because of the necessity to limit the time that a passenger vehicle is delayed during an inspection, the passenger vehicle becomes a "priority vehicle" and every effort is made to move the passenger vehicle forward so that it can be inspected as quickly as possible. The safety and comfort of the passengers traveling on a passenger vehicle that is to be placed out-of-service also becomes a priority when selecting the out-of-service location.

During roadside inspections the Department will check, verify and enforce federal out of service (OOS) orders placed on interstate and intrastate motor carriers to ensure unsafe carriers are not allowed to continue operations. In addition, the Department has deployed license plate reader technology that will assist in the identification of carriers subject to federal OOS orders.

The Department has adopted federal texting regulations by rule and enforces these laws on drivers that can be proven to be in violation. Federal cell phone laws have also been adopted related to drivers involved in interstate commerce and parallel laws have been added to our administrative code to include intrastate drivers. In addition, inspectors and investigators will attend all levels of Compliance, Safety, Accountability (CSA) training to include Electronic Logging Device (ELD) Training as well.

High crash corridor highways are identified using data updated yearly by the Texas Department of Transportation. The Department will use statistical information to assess the number of inspections conducted on high crash corridor highways as well as the number of passenger vehicles inspected. The Department will measure the number of arrests and warnings issued along with driver and vehicle out of service percentages to identify problem areas within the state. By directing focus on behaviors of both CMV and non-CMV drivers, the Department is optimistic about reducing CMV incidents of fatal and serious injury crashes by placing additional efforts on increasing the number of Level I and III inspections. The majority of our inspection efforts will be concentrated on the aggressive enforcement of state and federal laws in the vicinity of high crash corridor highways.

Projected Goals for FY 2018 - 2020

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2018 - 2020. For FY 2019, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: TEXAS DEPARTMENT OF PUBLIC SAFETY

Enter the total number of certified personnel in the Lead agency: 675

Projected Goals for FY 2019 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	127825	8325	1825	137975	36.79%
Level 2: Walk-Around	200380	14850	150	215380	57.43%
Level 3: Driver-Only	17400	471	125	17996	4.80%
Level 4: Special Inspections	650	3	0	653	0.17%
Level 5: Vehicle-Only	1100	10	1900	3010	0.80%
Level 6: Radioactive Materials	0	5	0	5	0.00%
Sub-Total Lead Agency	347355	23664	4000	375019	

MCSAP subrecipient agency

Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.

You have not entered any subrecipient information. Visit Part 1, MCSAP Structure to add subrecipient information.

Non-Funded Agencies

Total number of agencies:	72
Enter the total number of non-funded certified officers:	264
Enter the total number of inspections projected for FY 2019:	59160

Summary

Projected Goals for FY 2019 - Roadside Inspections Summary

Projected Goals for FY 2019 Summary for All Agencies					
MCSAP Lead Agency: TEXAS DEPARTMENT OF PUBLIC SAFETY					
# certified personnel: 675					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 72					
# certified personnel: 264					
# projected inspections: 59160					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	127825	8325	1825	137975	36.79%
Level 2: Walk-Around	200380	14850	150	215380	57.43%
Level 3: Driver-Only	17400	471	125	17996	4.80%
Level 4: Special Inspections	650	3	0	653	0.17%
Level 5: Vehicle-Only	1100	10	1900	3010	0.80%
Level 6: Radioactive Materials	0	5	0	5	0.00%
Total ALL Agencies	347355	23664	4000	375019	

Note: If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

Projected Goals for FY 2019 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	395500	0	66500	462000
Enter total number of certified personnel	619	0	285	904
Projected Goals for FY 2020 Roadside Inspections				
Enter total number of projected inspections	396000	0	66750	462750
Enter total number of certified personnel	649	0	300	949

4 - Investigations

Please review your State's investigation goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.

☐ The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.

Trend Analysis for 2012 - 2016

Investigative Types - Interstate	2012	2013	2014	2015	2016
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	9	8	2	2
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	345	301	220	112	127
CSA On-Site Comprehensive	325	381	415	225	299
Total Investigations	670	691	643	339	428
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2012	2013	2014	2015	2016
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	22	5	2	1
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	364	357	168	104	97
CSA On-Site Comprehensive	769	939	1179	822	1118
Total Investigations	1133	1318	1352	928	1216
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2018 - 2020**Instructions:**

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

Projected Goals for FY 2018 - 2020

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2018 - 2020.

Projected Goals for FY 2018 - 2020 - Investigations						
Investigation Type	FY 2018		FY 2019		FY 2020	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	125	0	150	0	150	0
CSA On-Site Comprehensive	275	1200	250	1200	250	1200
Total Investigations	400	1200	400	1200	400	1200
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

Add additional information as necessary to describe the carrier investigation estimates.

The Department will continue to assist the FMCSA in conducting interstate compliance reviews and will continue to conduct intrastate compliance reviews during FY 2018-2020 period. The Department will evaluate statistical data and provide supervisory oversight at multiple levels to ensure these reviews are thorough, comprehensive, and performed in a timely manner to achieve the projected FY 2019 goal of 1,600 compliance reviews. While the 1,600 review estimate has been used for the FY 2020 period as well, the state will likely revise this based on factors that include but are not limited to manpower, overall need for investigations and changes in the investigation process.

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.

A compliance review is used to assess the safety fitness of a motor carrier. Inspections, crashes, fatality crashes, hazardous material incidents, complaints and other data are used to help identify high risk carriers that should be reviewed. The state believes compliance reviews are very effective in identifying areas where a motor carrier is experiencing difficulties that negatively impact CMV safety. A well-balanced motor carrier safety program includes compliance reviews of motor carriers to inform them of the regulations and improve carrier operations through education and enforcement. The Department firmly believes an aggressive compliance review program will ultimately improve highway safety and reduce commercial vehicle crashes. The Department is committed to the improvement of the safety of commercial motor carriers and drivers of commercial motor vehicles and continues to fully participate in the CSA program.

All of Texas 78 investigators now complete focused and comprehensive reviews. The Department participates in all necessary training and assigns instructors and investigators to attend all work related FMCSA webinars and classroom training. The Department continues to closely coordinate training and implementation activities with the FMCSA Texas Division.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.

Performance Measurement 1: The Department will complete 1,600 compliance review investigations during each year of the FY 2018-2020 periods.

Monitoring & Evaluation:

All investigations will be reviewed by supervisors and administration for thoroughness and accuracy. The Department will evaluate statistical data as well as perform personnel observations to ensure compliance reviews are thorough, comprehensive, and performed in a timely manner to achieve the FY 2018-2020 goals.

5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).

Trend Analysis for 2012 - 2016

Instructions:

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
09/30/2015	10/01/2016	8630	12285
09/30/2014	10/01/2015	9405	13377
09/30/2013	10/01/2014	10803	15481
09/30/2012	10/01/2013	13113	17951
09/30/2011	10/01/2012	13432	17913

☒ The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the "CMV Traffic Enforcement Stops without an Inspection" table is not required to be completed and won't be displayed.

☒ The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the "Non-CMV Traffic Enforcement Stops" table is not required to be completed and won't be displayed.

Enter the source and capture date of the data listed in the tables above.

Texas DPS Crash Database snapshot 07/07/17.

Narrative Overview for FY 2018 - 2020

Instructions:

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

The Department will assign the 376 CVE troopers and 152 NAS certified HP troopers to conduct routine inspection/enforcement activities on high crash corridor highways. Inspection and traffic enforcement activities will be conducted every day of the week and during all hours of the day but specific manpower deployments will be assigned by supervisors based on commercial motor vehicle travel patterns and the needs of specific areas. Task force operations will be utilized to address highway crash corridors and specific problem areas. The Department has a policy that all commercial motor vehicles stopped for traffic related offenses by a MCSAP certified trooper are to be given an inspection. In addition, no MCSAP grant or state matching funds are used to directly supplement traffic enforcement without inspection.

The Department will emphasize the enforcement of speeding, safety belt and radar detector violations committed by commercial vehicle drivers as well as passenger vehicle drivers comingling with CMV's. The Department will target the illegal use of radar detectors in commercial motor vehicles through the use of radar detector-detector devices issued to enforcement personnel. In addition, CVE and THP troopers will conduct periodic task force operations targeting the aggressive driving behaviors of CMV and non-CMV drivers.

Projected Goals for FY 2018 - 2020

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018 - 2020. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2018	FY 2019	FY 2020
☒	☐	CMV with Inspection	14600	14600	14600
☐	☒	CMV without Inspection	0	0	0
☐	☒	Non-CMV	0	0	0
☒	☐	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	610	610	610

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the [FAST Act](#) requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

FY 2019 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2019 Activities	Average 2004/05 Activities
434179	1600	2750	438529	300475

Describe how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

Supervisors review inspections and traffic citations for conformity with state and federal law as well as department policy and CVSA inspection procedures. Supervisors are required to regularly check commissioned and civilian inspector work habits utilizing both direct monitoring and the review of video tapes to ensure effectiveness and consistency. Supervisors provide individual coaching and training to staff having difficulty meeting required goals. The Department provides refresher training on statutory (USC) and regulatory (CFR) changes. The Department will analyze management reports regarding the quantity, quality and timeliness of traffic enforcement activities for individuals as well as the program as a whole and take action when anomalies are identified.

6 - Safety Technology

Please verify your State's safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in [49 CFR 350.201 \(aa\)](#). States must achieve full participation by October 1, 2020. FMCSA defines "fully participating" in PRISM, for the purpose of determining eligibility for MCSAP funding, as when a State's or Territory's International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(aa\) \(cc\)](#)). For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of full participation in PRISM, O&M costs are eligible expenses. O&M expenses must be included and described in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	No
PRISM	Exceeds Full Participation	Yes

Available data sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency: Texas Department of Motor Vehicles

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency: Texas Department of Public Safety

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative and Projected Goal:

If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

Texas level of PRISM compliance is at step 8.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to implement full participation in PRISM.

NA

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

NA

7 - Public Education and Outreach

Please review the description of your State's public education and outreach activities, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses.

Trend Analysis for 2012 - 2016

In the table below, provide the number of public education and outreach activities conducted in the past 5 years.

Public Education and Outreach Activities	2012	2013	2014	2015	2016
Carrier Safety Talks	327	323	385	317	368
CMV Safety Belt Education and Outreach	0	0	0	0	0
State Trucking Association Meetings	3	3	3	3	3
State-Sponsored Outreach Events	1	1	1	1	1
Local Educational Safety Events	0	0	0	0	0
Teen Safety Events	0	0	0	0	0

Narrative Overview for FY 2018 - 2020

Performance Objective: To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.

Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safety initiatives. Include the number of personnel that will be participating in this effort.

During the FY 2018-2020 period, the Department will distribute the publications "A Texas Motor Carrier's Guide to Highway Safety" (MCS-9) relating to general motor carrier requirements and "Texas Guide to Farm Vehicle Compliance" (CVE-13) relating to commercial vehicle safety requirements for farm industry transportation. In addition, other guides relating to driver and vehicle requirements for commercial transportation in Texas will be distributed along with literature concerning the Compliance – Safety – Accountability (CSA) program. The Department will supply public awareness information to as many small carriers as possible. The Department will provide a copy of "A Texas Motor Carrier's Guide to Highway Safety", either electronically or in print, to each carrier at the conclusion of all compliance reviews and safety audits. Department troopers and investigators will make direct public contacts with motor carrier representatives to educate them in all matters related to the federal motor carrier safety regulations and Texas commercial motor vehicle state laws and exemptions.

Program Activity 1: The Department will provide safety awareness information to the motor carrier industry when requested and at all carrier interventions. The Department has made various DPS publications available through the Department's website at <http://www.txdps.state.tx.us/cve/publications.htm>. The Department will make every effort to gain motor carrier industry support in accomplishing safety awareness goals and objectives.

Program Activity 2: Department troopers and investigators will make direct public contacts with motor carrier representatives to educate them in all matters related to the federal motor carrier safety regulations and Texas commercial motor vehicle state laws and exemptions.

Projected Goals for FY 2018 - 2020

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

			Performance Goals		
Yes	No	Activity Type	FY 2018	FY 2019	FY 2020
☒	☐	Carrier Safety Talks	96	96	96
☒	☐	CMV Safety Belt Education and Outreach	1	1	1
☒	☐	State Trucking Association Meetings	3	3	3
☒	☐	State-Sponsored Outreach Events	2	2	2
☒	☐	Local Educational Safety Events	2	2	2
☒	☐	Teen Safety Events	1	1	1

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.

Performance Measurement 1: The Department will distribute approximately 3,200 "A Texas Motor Carrier's Guide to Highway Safety" publications at the conclusion of all compliance reviews and safety audits. In addition, each district CVE captain will submit a minimum of 1 Public Awareness Contact report for each month (8 captains x 12 months = 96) of FY 2018, 2019, and 2020.

Performance Measurement 2: Each district CVE captain will submit a minimum of 1 Public Awareness Contact report for each month (8 captains x 12 months = 96) of each fiscal year.

Monitoring & Evaluation:

The Department will monitor and evaluate the number of public contacts as well as the distribution of public awareness documentation and report the results quarterly to FMCSA.

8 - State Safety Data Quality (SSDQ)

Please verify your State's SSDQ compliance levels and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

The FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	Yes

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2018 - 2020.

SSDQ Category	Current SSDQ Rating	Goal for FY 2018	Goal for FY 2019	Goal for FY 2020
Crash Record Completeness	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.

Analysis and Information (A&I) Online data snapshot used for the "Current SSDQ Rating" 07/14/17.

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary.

The Department must maintain "Good" status in all categories and "no flag" in crash consistency. The Motor Carrier Bureau (MCB) and the Texas DOT's Crash Records Bureau (CRB) will maintain a cooperative relationship to ensure crash reports are submitted timely and accurately. The MCB will continue to ensure the quality review of data entry and editing of CMV inspection, crash, and compliance review data. The MCB will review monthly SSDQ reports to help identify potential problem areas and ultimately improve our data quality and timeliness. The MCB will consult with FMCSA Technical Support personnel to resolve issues as necessary.

The state remains "Good" or "No Flag" in all crash categories. Crash category percentages are within acceptable ranges and unfluctuating over the past year. No crash category is in a position to decline beneath the current status in the near future. The Department faced no major challenges in the area of data quality last year and anticipates none in FY 2018-FY 2020.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

The state continues to maintain its "Good" or "No Flag" status in all categories. The Department will continue to reach as close to 100% rating as possible in all categories. The Non-Fatal Crash Completeness measure has been removed from the SSDQ. We do not foresee any difficulties in maintaining this status in the coming fiscal year.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Performance Measurement 1: The Department will maintain or improve its "good" or "no flag" SSDQ rating in all crash and inspection categories, including timeliness, accuracy, and completeness.

The timeliness and accuracy of crash record, inspection, and traffic enforcement data from the State of Texas to the Motor Carrier Management Information System (MCMIS) continues to progress positively. The Motor Carrier Bureau, in partnership with FMCSA Technical Support, continues to work to ensure we maintain the highest possible data quality standards. In addition, the Department maintains procedures for data entry personnel to research carrier information to ensure crashes are correctly designated. Monthly reviews of our State Safety Data Quality (SSDQ) statistics, as well as strict procedural requirements, have helped us maintain "good" crash and inspection data quality ratings.

The Department will continue to closely monitor all SSDQ categories to maintain the "good" rating in all currently "good" categories and make every effort to improve any deficient category that becomes deficient.

Performance Measurement 2: The Department is an active participant in the Data Q system and refers to the FMCSA's best practices user manual as necessary. It has been found that with the implementation of the Compliance – Safety – Accountability program, motor carriers are more likely to challenge roadside inspection and crash reports. In recent years we have seen an increase in motor carrier data inquiry challenges. Texas has since allocated and trained additional personnel to assist with the state's data inquiry program.

The Department will continue to monitor inspection Data Inquiries in a timely fashion and will respond to them within the FMCSA 10 day guideline.

9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP ([49 CFR 350.201](#).) The Act allows a State to conduct intrastate New Entrant safety audits at the State's discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Note: The FAST Act also says that a State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

Yes	No	Question
☐	☐	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
☐	☐	Does your State conduct Group safety audits at non principal place of business locations?
☐	☐	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2012 - 2016

In the table below, provide the number of New Entrant safety audits conducted in the past 5 years.

New Entrant Safety Audits	2012	2013	2014	2015	2016
Interstate	1674	1780	2713	3170	2760
Intrastate	0	0	0	0	0
Total Audits	1674	1780	2713	3170	2760

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2018 - 2020

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency:

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

Program Objective: Statutory time limits for processing and completing interstate safety audits are:

- If entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier—safety audit must be completed within 18 months.
- If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later—safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Projected Goals for FY 2018 - 2020

For the purpose of completing the table below:

- **Onsite safety audits** are conducted at the carrier's principal place of business.
- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

Projected Goals for FY 2018 - 2020 - New Entrant Safety Audits						
	FY 2018		FY 2019		FY 2020	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	2200	0	2500	0	2500	0
# of Safety Audits (Offsite)	549	0	247	0	250	0
# Group Audits	1	0	3	0	3	0
TOTAL Safety Audits	2750	0	2750	0	2753	0
# of Non-Audit Resolutions	0	0	0	0	0	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

Program Overview

The FMCSA has established minimum requirements for interstate new entrant motor carriers to ensure that they are knowledgeable about the applicable federal motor carrier safety regulations in order to continue operating in interstate commerce. The New Entrant Safety Assurance Program is designed to improve the safety performance of new entrant motor carriers by providing educational and technical assistance to new motor carriers as they begin their new business in the motor carrier industry. To accomplish this objective, each new entrant motor carrier will receive a safety audit. The safety audit will be used to both educate the new carrier on compliance with the federal motor carrier safety regulations and hazardous material regulations, and to determine areas where the carrier might be deficient in terms of compliance.

One of the most important objectives of the DPS, through its Commercial Vehicle Safety Plan, is to reduce commercial vehicle crashes through enforcement of the motor carrier safety regulations. In support of this mission responsibility, the DPS submitted a funding proposal to the FMCSA that initiated our participation in the New Entrant Safety Assurance Program. As a result of sustained program funding by FMCSA, the DPS has been able to employ, train, and equip sufficient full-time employees to support the New Entrant Safety Assurance Program in the State of Texas.

Previous Year

The Texas Department of Public Safety projected that there would be approximately 2,750 new motor carriers in Texas in Fiscal Year 2018 that would fall under the auspices of the New Entrant Safety Assurance Program. This estimation required that the DPS would need to be conducting approximately 229 safety audits each month.

The Department completed 3,225 safety audits during FY 2017 and has delivered a total of 3,225 copies of A Motor Carrier Guide to Highway Safety to these motor carriers.

The increase in carriers has been close to our original expectations and the Department has managed to consistently complete 100% of all safety audits in the system on eligible new entrant carriers throughout the fiscal year. The Department will continue to complete 100% of eligible safety audits in FY 2018-2020, up to the estimated 2,750 new motor carriers anticipated per year for the period.

The Department has had 0 carriers reach an overdue or “rotten” status in FY 2016 as a result of our scheduling.

Program Resources

Currently, the DPS has 25 New Entrant grant funded employees dedicated to the New Entrant Program. Of these 25 personnel, 1 is the program supervisor, 19 are field investigators, and 5 provide staff support. Texas also utilizes state funded compliance review investigators who are certified to perform new entrant safety audits to augment the program to ensure our goals are met.

Personnel from the Texas Division of the FMCSA have also been conducting New Entrant Safety Audits throughout the State of Texas. Additionally, the DPS has trained 41 out of our 54 state-funded compliance review investigators to perform New Entrant Safety Audits. These 41 compliance review investigators will still be primarily tasked with performing compliance reviews, but will be utilized as needed to assist our New Entrant Program staff in performing safety audits.

Investigators have received and will continue to receive all levels of FMCSA training related to the New Entrant process.

Methods

1. The Department will work with the FMCSA to identify new carriers in order to schedule and complete audits in a timely fashion.
2. Investigators will be hired, trained and equipped as necessary to maintain sufficient staffing levels of qualified investigative and administrative personnel.
3. Supervisory oversight will be provided to ensure a quality work product.
4. Safety audits will be scheduled in an efficient and timely fashion.
5. Authorized funding will be monitored and will be utilized effectively and efficiently.
6. The Department will continue to develop innovative methods to streamline the safety audit process in order to reduce costs and improve the efficiency of the new entrant program within the state.
7. Group audits will be utilized when strategically advantageous.

Resources Needed

DPS believes that in order to effectively sustain our New Entrant Safety Assurance Program to address interstate new entrants across the state, the program requires the following funding resources:

1. Salary and Benefits for Personnel
2. Travel Expenses for Program Delivery
3. Office Rental/Utilities
4. Equipment
5. Office Consumables

Impediments Anticipated

The program is tested and proven. No impediments are anticipated in reaching the FY 2018-2020 New Entrant goals.

Activity Plan for FY 2018 - 2020: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

The Department will assist the Federal Motor Carrier Safety Administration (FMCSA) in reducing the number of crashes and fatalities involving large trucks and commercial buses by participation in the New Entrant Safety Assurance Program.

The Department will continue to assist the FMCSA in conducting New Entrant Safety Audits during FY 2018-2020. The Department will provide supervisory oversight to ensure audits are complete and performed in a timely manner to achieve the FY 2018 goal of 100% of eligible new entrant motor carriers up to the anticipated 2,750.

The Department will provide access to publications, website information, and seminars when requested by the motor carrier industry. The Department will distribute copies of "A Texas Motor Carrier's Guide to Highway Safety" publications at the conclusion of all safety audits. Investigators will provide educational and technical assistance to 100% of eligible New Entrant motor carriers to promote safe operation by these new motor carriers.

The Department will utilize investigators to conduct compliance reviews during FY 2018 in order to maintain proficiency and required certifications. The Department will evaluate statistical data and provide supervisory oversight to ensure compliance reviews are thorough, comprehensive, and performed in a timely manner.

The Department's investigators will complete at least the minimum number of inspections required to maintain essential certifications. Supervisors will review investigator statistics and provide managerial oversight to ensure inspections are performed correctly and within required timeframe.

Program Activity 1: Require all New Entrant motor carriers to demonstrate sufficient compliance with applicable Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs).

Program Activity 2: Provide educational and technical assistance to 100% of eligible New Entrant motor carriers to promote safe operation by these new motor carriers.

Program Activity 3: Utilize grant funding effectively and efficiently to ensure every New Entrant motor carrier receives a safety audit within the required timeframe.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.

Performance Measurement 1: The Department will measure the total number of safety audits performed by investigators.

Performance Measurement 2: The Department will measure the total number of copies of "A Texas Motor Carrier Guide to Highway Safety" distributed to motor carriers by investigators.

Performance Measurement 3: The Department will measure the number of carriers that fail to receive a timely audit within USDOT guidelines due to our scheduling practices and so are relegated to a "rotten" status.

Monitoring and Evaluation

The Department will evaluate quarterly the number of safety audits performed and submit a financial and performance report within 30 days of the end of each quarter, as required by FMCSA.

10 - Border Enforcement

Please review the agency responsible for conducting Border Enforcement activities and your State's objectives, goals, strategies, activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

The FAST Act affirms that States sharing a land border with another country will conduct a border commercial motor vehicle safety program focusing on international commerce, including enforcement and related projects ([49 CFR 350.201](#)). If a State sharing a land border with another country declines to engage in border related activities, it will forfeit all border enforcement funds the State is eligible to receive.

Trend Analysis for 2012 - 2016

In the table below, provide the number of inspections conducted in the past 5 years.

Inspection Types	2013	2014	2015	2016	2017
Level 1: Full	104712	106491	103559	100290	99253
Level 2: Walk-Around	21602	25137	27596	23889	33235
Level 3: Driver-Only	9220	9008	7476	9762	9896
Level 4: Special Inspections	10	3	7	3	2
Level 5: Vehicle-Only	792	858	886	1072	1186
Level 6: Radioactive Materials	0	0	0	0	1
Total	136336	141497	139524	135016	143573

Narrative Overview for FY 2018 - 2020

☐ The State chooses not to engage in border enforcement activities in FY 0. If this box is checked, no additional narrative is necessary in this section.

Enter the Agency name conducting Border Enforcement activities if other than the Lead Agency:

Program Objectives: In addition to the primary goal of the program as stated below, a State must identify at least one of the following priority objectives as a focus within their border enforcement program to be considered for participating within this focus area.

Program Goal: Border States should conduct a border CMV safety program. The focus is on international commerce that includes enforcement and related projects, to ensure motor carriers and drivers operating CMVs (primarily those entering the United States from a foreign country) are in compliance with U.S. CMV safety standards and regulations, financial responsibility regulations, and registration requirements. It also ensures drivers of those vehicles are qualified and properly licensed to operate a CMV in the U.S.

Check all objectives that apply (minimum of 1):

☒ **Objective 1: International Motorcoach Inspections** - Facilitate the conducting of inspections of motorcoaches engaged in international commerce at bus stations, terminals, border crossings, maintenance facilities, destination locations, or other locations where a motor carrier may make a planned stop (excluding a weigh station). For FY 2018, FMCSA encourages States to examine their data on international motorcoach activity and use that data to establish reasonable goals that will result in an appropriate level of motorcoach-focused activities. States must justify the goals set and provide the data

or data source references.

Objective 2: High Crash Corridor Enforcement Focused on International Commerce - Conduct international commerce CMV enforcement activities (inspections and traffic enforcement) within corridors where the data indicate that there are a high number of crashes involving vehicles engaged in international commerce.

Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings - Conduct international commerce CMV safety inspections at identified sites where known international commerce activity occurs near the Canadian and Mexican borders but where there is no official border crossing facility. Site(s) must be identified in the narrative below and describe how far these locations are from the nearest official border crossing facility, if any.

Projected Goals for FY 2018 - 2020

Summarize projected border enforcement activities in the table below.

Note: All non-international commerce inspections conducted should be included in the Driver Vehicle Inspections section of the CVSP, and not be indicated as BEG inspections on the inspection report which is uploaded into ASPEN

Projected Goals for FY 2018 - 2020 - Border Enforcement			
	FY 2018	FY 2019	FY 2020
Number of International Commerce Regular CMV	130000	131000	132000
Number of International Commerce HM	5000	5000	5000
Number of International Commerce Passenger	1200	1200	1200
Total International Commerce Inspections	136200	137200	138200
Number of Fixed Facility International Inspections	130000	131000	132000
Number of Non-Fixed Facility International Inspections	0	0	0
Traffic Enforcement	0	0	0
Strike Force Activities (CMVs)	0	0	0
Strike Force Activities (Passenger CMVs)	600	650	700

Strategies: Include a description of the strategies that will be utilized to meet the program objective(s) above. The applicant must include any challenges or impediments foreseen.

Scope and Purpose of Project

In FFY 2002, the Texas DPS and FMCSA first entered into a Cooperative Agreement to provide for infrastructure to support the commercial vehicle safety inspection personnel at the Texas-Mexico border. Since the time of that initial agreement DPS has continued to make periodic manpower adjustments to ensure that our border inspection personnel are stationed where the maximum number of vehicles can be inspected and appropriate supervisory span of control is maintained.

The Texas DPS believes that our Border Staffing Plan supports our general commercial vehicle enforcement activities. The Department's primary mission at the Texas-Mexico border is:

- To ensure public safety and security;
- To prevent the premature and unnecessary deterioration of the state highway infrastructure;
- To ensure compliance with all state and federal regulations governing commercial vehicles and their drivers;
- To create an environment that promotes vital and safe commerce in Texas;
- Encourage the Mexican trucking industry to take a greater participatory role in resolving transportation safety issues.

Evaluation of Border Enforcement Efforts

Texas ports-of-entry continue to account for approximately 68% of all commercial motor vehicle crossings from Mexico based on 2017 data. This translates into significant commercial motor vehicle traffic throughout the state on highways leading to and from the border. Laredo still leads the nation as the busiest southern port for commercial vehicle traffic. El Paso, Pharr, and Brownsville are not far behind. The total number of commercial vehicles that entered Texas from Mexico at each port-of-entry in recent calendar years suggests these statistics are only increasing.

In order to ensure border-related commercial vehicle safety on the highways, Department CVE Troopers and non-commissioned Inspectors must provide enforcement both at fixed inspection facilities at the ports-of-entry and along major highway routes leading into the state from those locations. With the assistance of the FMCSA, Texas has constructed three (3) permanent border safety inspection facilities and five (5) temporary border safety inspection facilities located either on or adjacent to the U.S. Customs and Border Protection

ports-of-entry at the eight (8) busiest ports between Texas and the United Mexican States. The Texas Border Staffing Plan provides personnel, equipment, and weigh-in motion technology to these sites. The addition of these personnel has significantly enhanced the Department's ability to conduct the required safety and weight inspections as required by Congress, and to provide enforcement coverage during the same hours when U.S. Customs and Border Protection allow commercial vehicles to enter Texas from Mexico.

Faced with the task of ensuring that the commercial vehicles from Mexico, as well as the very significant numbers of U.S. commercial vehicles traveling to the border commercial zones comply with the Federal Motor Carrier Safety Regulations while operating in Texas, the Department has had to alter its enforcement program along the border and in the areas immediately north of the border. The Department has increased its Commercial Vehicle Enforcement personnel in the border counties by approximately 300% since 1995. In order to reduce the out-of-service rate and improve the overall compliance level of these vehicles, the Department has tasked Commercial Vehicle Enforcement (CVE) Troopers and non-commissioned Inspectors with the responsibility of providing a daily enforcement presence at the border safety inspection facilities in Brownsville, Eagle Pass, El Paso (2), Laredo (2), Los Indios and Pharr. In addition to the daily enforcement presence at the border, CVE Troopers and non-commissioned Inspectors have also manned fixed inspection facilities on major highways leading away from the border on a daily basis in order to regulate those Mexican commercial motor vehicles that can or who have chosen to operate beyond the border commercial zones.

The Texas DPS shares the FMCSA's desire to increase inspections of motor coaches along the border and fully understands the position that 5 percent of the projected inspections be performed on motor coaches. The Department is aware of the significant number of motor coach crossings along the Texas/Mexico border and emphasizes the inspection of these types of commercial vehicles where it is safe and practical. Unfortunately, the vast majority of motor coaches cross the border at non-commercial vehicle crossings that have never been designed to accommodate these types of inspections. As a result, we are only able to safely conduct motor coach inspections and provide reasonable accommodations for passengers at the Lincoln-Juarez Bridge in Laredo and the Hidalgo Reynosa Bridge in McAllen. We work in direct cooperation with the FMCSA – Texas Division to maximize our effectiveness at these locations. Because of these constraints, it has not been possible for the DPS to commit to 5 percent of our projected border inspections to be conducted on motor coaches.

The following table summarizes inspection totals and out of service rates for Commercial Motor Vehicles at Texas ports of entry from FY 2012 through FY 2017.

**Inspections at Texas Ports of Entry
FFY 2012 to FFY 2017 to date**

Years	Inspections	VOOS	VOOS %	DOOS	DOOS %	Hazmat	Hazmat %
FY 2012	120,076	18,064	15.04%	484	0.40%	4,794	3.99%
FY 2013	125,664	19,200	15.28%	481	0.38%	4,791	3.81%
FY 2014	124,852	19,787	15.85%	537	0.43%	4,697	3.76%
FY 2015	121,070	21,081	15.85%	570	0.43%	3,994	3.76%
FY 2016	127,500	20,670	15.85%	645	.43%	4,234	3.76%
FY 2017	129,852	22,034	15.85%	648	.43%	4,396	3.76%

The DPS purchased semi-portable static weight scales during the earliest phase of the Texas Border Staffing Plan. These semi-portable static weight scales have been assigned to thirteen (13) of the commercial vehicle crossings between Texas and Mexico, including the five (5) remaining temporary border safety inspection facilities. The following table lists the operational status of the semi-portable scales that have been assigned to the border safety inspection facilities (BSIF).

Current Status of BSIF Fixed & Semi-Portable Scales:

Location	Operational Status	Repair Status
Los Tomates POE	Operational	N/A
Los Indios POE	Operational	N/A
Progreso POE	Operational	N/A
Pharr POE	Operational	N/A
World Trade POE	Operational	N/A

Columbia POE	Operational	N/A
Camino Real POE	Non-Operational	Pending Repair
Del Rio POE	Non-Operational	Pending Repair
Presidio POE	Operational	N/A
BOTA POE (Fixed)	Operational	N/A
Ysleta POE (Fixed)	Operational	N/A

The DPS is responsible for the repairs and maintenance on all of the semi-portable weight scales assigned to the border regions.

Weigh-in-motion scales have also been installed at eight (8) of the border safety inspection facilities. The following table lists the operational status of the weigh-in-motion scales that have been installed.

Current Status of BSIF WIM Scales:

Location	Status
Los Tomates POE	Operational
Los Indios POE	Operational
Pharr POE	Pending Repair
World Trade Bridge POE	Operational
Columbia POE	Operational
Camino Real POE	Operational
BOTA POE	Operational
Ysleta POE	Operational

On May 10, 2002, an interagency agreement between the Texas Department of Public Safety and the Texas Department of Transportation was executed and identified the Texas Department of Transportation (TxDOT) as the responsible party for the repair and maintenance of the weigh-in-motion scales. The Department will continue its efforts to obtain the technical and financial assistance needed from TxDOT to ensure that each of the weigh-in-motion scales remain fully operational on a daily basis per the requirements of Section 350 of the Federal Fiscal Year 2002 U.S. Department of Transportation Appropriations Act (Pub. L. 107-87). Additionally, the Department will continue to report the status of all border static and weigh-in-motion scales utilized in the Texas Border Staffing Plan in our update report that is submitted to the FMCSA, Texas Division, on a quarterly basis. The Department's goal remains that each vehicle that enters one of the eight (8) Border Safety Inspection Facilities will be screened for compliance with the weight statutes via weigh-in-motion scales, and that any vehicle that fails the weigh-in-motion screening will be weighed for enforcement purposes on our static scales.

The Department will continue to evaluate new and innovative technologies that could provide an improved compliance status of commercial motor vehicles, drivers and motor carriers entering the United States from Mexico.

In addition, DPS personnel have received numerous hours of training regarding homeland security concerns and the Department has deployed radiation detection devices at each of the Texas-Mexico ports-of-entry.

The Texas Department of Public Safety believes that it is essential that it has the manpower and infrastructure in place to effectively regulate commercial vehicles both at the border and along border corridors resulting from crossings in to the United States from Mexico.

Staffing:

Border inspection facilities have been built and are located at the following eight (8) ports-of-entry: Bridge of the Americas (BOTA) in El Paso, Zaragoza/Ysleta International Bridge in El Paso, World Trade Bridge in Laredo (located inside the U.S. Customs and Border Protection Bureau facility), Columbia-Solidarity International Bridge in Laredo, Eagle Pass Camino Real International Bridge, Pharr-Reynosa International Bridge, Los Indios Free Trade Bridge, and the Veterans International Bridge at Los Tomates in Brownsville. DPS enforcement responsibilities at these border facilities includes the inspection of commercial motor vehicles entering Texas for compliance with size and weight limitations, vehicle registration, insurance, CDLs, fuel permits, motor carrier safety, federal out of service orders and the hazardous material regulations. DPS, in cooperation with FMCSA, staffs these border safety inspection facilities during the hours when commercial motor vehicles are allowed to enter the United States by U.S. Customs and Border Protection. The Department also maintains sufficient training, support, and administrative personnel to support the Texas Border Staffing Plan.

The following chart depicts the current staffing levels:

Type of Personnel	Number of Personnel
Commissioned Field Troopers & Supervisory Personnel	86
CMV Inspectors	120
Administrative Assistants	13
Total Staff	219

At present, the DPS has a total of 219 personnel that are 100% dedicated to border commercial vehicle enforcement activities. In

addition to the eight (8) highest volume border crossings, DPS border enforcement personnel, in conjunction with FMCSA regulatory personnel, also periodically staff the four (4) U.S. Customs and Border Protection ports-of-entry located in Presidio, Del Rio, Rio Grande City, and Progreso. With coverage at these additional four (4) border crossings, the DPS and FMCSA provide enforcement coverage at twelve (12) ports-of-entry at the Texas-Mexico border.

Activity Plan for FY 2018 - 2020: Describe the specific activities planned to reach border enforcement goals.

Performance Objectives and Goals

Objective 1: To maintain in the personnel, facilities and equipment deemed necessary by the Department to staff the highest volume commercial motor vehicle border crossings in order to inspect and weigh commercial motor vehicles from Mexico that will be operating throughout the State of Texas and the United States.

The Department's goal for FY 2018-2020 will be to maintain or exceed the number of property commercial motor vehicle inspections and motorcoach inspections conducted at the Texas-Mexico border during the period. Additionally, the Department conducts CDL, operating authority, federal OOS and financial responsibility verification on each vehicle and driver inspected at the border.

The Department is currently negotiating with The General Services Administration (GSA) the necessity for rents at the World Trade Bridge POE that have not before been required in over 15 years of enforcement at that facility. The negotiations are time sensitive around the essential replacement of damaged and deteriorated portable offices for inspectors and troopers and the outcome of these discussions may alter Texas enforcement efforts at that facility.

Objective 2: To maintain or reduce the out-of-service rate for inspections conducted on Mexican commercial motor vehicle drivers and vehicles entering Texas.

The DPS continues to place high emphasis on the compliance level of the commercial vehicles entering Texas from Mexico. The out-of-service rates for both drivers and vehicles entering Texas from Mexico were considerably higher than the national average for both driver and vehicle out-of-service rates at the inception of the Texas Border Staffing Plan. When the Department first began to staff the ports-of-entry with enforcement personnel in December 1995, the out-of-service rate for Mexican commercial vehicles ranged from 85 to 95 percent. By maintaining a diligent border enforcement program that continues to emphasize both the inspection of vehicles and the education of drivers and companies, the out-of-service rates for Mexican commercial vehicles in FFY 2016 was 15.85% for vehicles and remained at less than 1% for drivers. Inspection totals through the early quarters of FFY 2017 indicate that the vehicle out-of-service rate has risen to 16.94% and the driver out-of-service rate continues to be less than 1% for foreign-based commercial vehicles entering Texas from Mexico. The current vehicle out-of-service rate at the Texas – Mexico border is considerably lower than the national out-of-service rate for commercial vehicles of 20.36%, while the driver out-of-service rate is well below the national average of 5.03%.

The Department believes that through a strategy of continued daily enforcement presence at the border ports-of-entry, the out-of service rates for both drivers and commercial vehicles entering Texas from Mexico can be further reduced.

The Department's goals for FY 2018-20 will be to provide necessary personnel and infrastructure as well as to maintain the vehicle out-of-service rate at the Texas-Mexico border at equal to or below the national average for vehicles inspected and to maintain the present driver out-of-service rate at less than 1%.

Objective 3: In FY 2018-2020, the Department will station some civilian and commissioned personnel along crash corridors but not directly at border safety inspection facilities in order to conduct enforcement activities where the data indicates there are a high number of commercial crashes related to traffic resulting from international commerce.

In addition to the daily enforcement presence at the border, CVE Troopers and non-commissioned Inspectors have historically manned fixed inspection facilities on major highways leading away from the border on a daily basis in order to regulate those commercial motor vehicles transporting cargo originating in border cities as a result of international commerce. Fixed facilities are located on US 77 near Riviera, US 281 near Falfurrias, and IH 35 near Devine and have not been historically supported by Border Enforcement Grant funding. With the advantage of the now combined MCSAP program, the state will explore the use of funds at locations such as these to combat statistically identified crash corridor problems resulting from international commerce but happening away from the border.

The Department also pursues a strategy of educational outreach to the Mexican motor carrier industry as well as US carriers located in the vicinity of the border. The Department will continue to distribute the publications "A Texas Motor Carrier's Guide to Highway Safety" (MCS-9) relating to general motor carrier requirements and "Texas Guide to Farm Vehicle Compliance" (CVE-13), relating to commercial vehicle safety requirements for farm industry

transportation. The Department currently submits regular monitoring reports to FMCSA which provide details that include time and attendance during these public safety and awareness seminars. This activity has been and will continue to be monitored as a function of regular MCSAP activity.

Goals

1. To provide inspection personnel and equipment at the highest volume commercial motor vehicle border crossings between Texas and Mexico.
2. To maintain or reduce the current out-of-service rates for inspections conducted on Mexican commercial motor vehicle drivers and vehicles entering Texas.
3. To explore the advantages of focusing enforcement efforts on crash corridors away from the border where data indicates high CMV related crashes resulting from international commerce with Mexico.

Performance Measurement Plan: Describe how you will measure progress toward the performance objective goal, to include quantifiable and measurable outputs (work hours, carrier contacts, inspections, etc.) and in terms of performance outcomes. The measure must include specific benchmarks that can be reported on in the quarterly progress report, or as annual outcomes.

Performance Measurement 1: The personnel counts at the US-Mexico ports of entry (POE) and along traffic corridors leading away from POE locations.

Performance Measurement 2: The number of commercial motor vehicles and motorcoaches inspected at the commercial motor vehicle ports-of-entry.

Performance Measurement 3: The collection of the out-of-service rates for inspections conducted on Mexican commercial vehicles entering the state through the ports-of-entry and comparing these rates with drivers and vehicles inspected elsewhere in the country and in the State of Texas.

Monitoring & Evaluation:

The Department will evaluate quarterly border enforcement statistics and submit financial and performance activity reports as required by FMCSA

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2018 - 2020).

1 - Enforcement of Federal OOS Orders during Roadside Activities

Please review your State's Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

Check this box if:

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

Narrative Overview for FY 2018 - 2020

Enter your State's OOS Catch Rate percentage if below 85 percent: 50%

Projected Goals for FY 2018 - 2020: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2018	85
2019	85
2020	85

The OOS catch rate for Texas in FY 2018 to date for Imminent Hazard/Unsat Carriers is 55%. This is a marked improvement over the FY 2017 statistic.

The Department utilizes inspection software that identifies PRISM targeted federal out-of-service (OOS) carriers and trains inspectors to identify and take appropriate action when encountering those subject to such OOS orders.

In spite of our continued efforts to train inspectors and correct those who fail to take appropriate enforcement action, an 85 percent catch rate continues to elude the state. The issue is also impacted by the fact that Texas has developed a very large number of outside agencies that are certified to perform inspections but not MCSAP

recipients. These enforcement agencies do not receive automatic notice of OOS carriers when filling out reports and so must do manual searches of SAFER in order to identify targeted carriers. It's more difficult to impress on such agencies the urgency of taking enforcement action on PRISM targeted carriers subject to federal OOS orders.

Still, the state's catch rate continues to improve every year and we are confident that the 85 percent catch rate will be attained.

Program Activities for FY 2018 - 2020: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

Performance Objective: To educate all Texas inspectors to recognize and take action against carriers operating under a federal OOS order. Texas inspectors will recognize and place out of service at least 85% of all CMVs operating under an OOS order in FY 2018-FY2020.

The Department will evaluate the list provided by our federal partners of carriers inspected while subject to a Federal OOS order. Those cases that are not placed OOS will be evaluated and inspectors educated as necessary.

The Department lacks the authority to place OOS carriers subject to a Federal OOS order only when operating solely in intrastate commerce and not determined to be OOS for an imminent hazard.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Performance Measurement:

Texas will increase the number of carriers placed out of service when appropriate to 85 percent in FY 2018 through FY 2020.

Monitoring and Evaluation:

The Department will evaluate the number of carriers stopped for inspection each month based on statistics provided by our federal partners. We will evaluate those that are subject to a federal OOS order and confirm that appropriate enforcement action was taken. The number of carriers stopped for inspection while subject to a federal OOS order will be specified in the quarterly reports.

2 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

☐ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe the problem as identified by performance data and include the baseline data.

While the state does not have a statistically significant problem with motor coach crashes when compared to the state's overall commercial crash numbers, the Department recognizes that no passenger vehicle crashes, injuries or fatalities are acceptable and so will continue to work to reduce statistics in all categories.

Projected Goals for FY 2018 - 2020: Enter the performance goal for the three year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2018, 2019 and 2020 must also be included.

Reduce passenger commercial motor vehicle fatality crashes by 5% per fiscal year during the 3 year period from 2018 – 2020 based on each previous year. For FY 2018 the goal was set at no greater than 42 fatality crashes following the 40 that occurred in FY 2017 and Texas seems currently on track to meet that goal with only 6 fatality crashes in the third quarter of the period. The FY 2019 goal will rely on FY 2018 statistics that are not yet available but will be by the time of reporting.

Program Activities for FY 2018 - 2020: Provide additional information regarding how these activities will be implemented.

The Department of Public Safety has developed an active passenger vehicle inspection program with a goal of enhancing passenger carrier safety in Texas. The Department conducts passenger carrier inspections in accordance with the MCSAP Comprehensive Policy Version 3.0. Both Level I and V inspections are conducted during terminal and destination inspections. Because of the necessity to limit the time that a passenger vehicle is delayed during an inspection, the passenger vehicle becomes a "priority vehicle" and every effort is made to move the passenger vehicle forward so that it can be inspected as quickly as possible. The safety and comfort of the passengers traveling on a passenger vehicle that is to be placed out-of-service also becomes a priority when selecting the out-of-service location.

While the state adheres to the current MCSAP Comprehensive Policy, Texas DPS management maintains that the constricting nature of this rule with regard to restricting when passenger vehicles are eligible for inspection has reduced commercial vehicle inspections statewide and ultimately makes the highways less safe for passenger carrying motor vehicles.

The Department will increase the number of passenger vehicle inspections conducted in Texas by conducting 4,000 passenger vehicle inspections each year starting in FY 2018 and ending in FY 2020. The Department will place particular attention on conditionally rated passenger vehicle carriers and passenger vehicle carriers with safety ratings over 5 years old. Additionally, the Department will make compliance reviews of passenger carriers a priority. The Department will continue to train CVE troopers in passenger vehicle inspections. Lastly, we will seek industry support through educational contacts.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Performance Measurement 1: The Department will monitor the overall number of passenger vehicle crashes, fatality crashes, injuries and fatalities.

Performance Measurement 2: The Department will monitor all levels of inspections conducted on passenger vehicles in the coming fiscal year.

Performance Measurement 3: The Department will monitor the number of carrier interventions on passenger carriers in the coming fiscal year.

3 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2018 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2018 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2018 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

Activity: Describe State-specific activity conducted from previous year's CVSP.

The Department would conduct special task force operations focused on the Eagle Ford Shale and Permian Basin counties as well as other energy sector regions identified as having high crash problems. Taskforce operations focused on CMV inspection and traffic enforcement were to be conducted as necessary throughout Texas to provide additional enforcement activity to address this sharp increase in CMV related crash statistics within the related counties. These operations were to consist of at least 3 officers who would provide additional enforcement activity in an effort to lower the vehicle and driver OOS rates as well as produce a decline in the overall number of crashes and fatality crashes.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

To lower the overall number of CMV crashes and fatality crashes within the Eagle Ford Shale and Permian Basin Regions by 1% per year over based on each previous year during the period of FY 2014 to FY 2017.

Actual: Insert year to date progress (#, %, etc., as appropriate).

Crashes declined very dramatically during the enforcement period and especially in the last two fiscal years. However, this was in all probability as much to do with the downturn in the national energy sector as with enforcement. Instead of a one percent decline, the state witnessed a decline of approximately 34 percent in the Eagle Ford Shale between FY 2015 and FY 2016 and an impressive but less dramatic decline for the Permian Basin Region.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

In 2012, a significant challenge to Texas CMV crash rates was identified. The Texas energy sector demonstrated a sharp increase in commercial crashes since oil drilling began around 2007. Despite a slight decline in 2009 following the downturn in the economy, commercial crashes nearly doubled in 2011 and again in 2012 before continued to rise at a rate of about 20 percent. This was a data identified problem crash location. The downturn in the United States energy sector and the need to utilize troopers at border locations for the interdiction of both human and contraband smuggling led to a decrease in the overall number and size of task force operations. During a more critical time, the state requested incentive overtime funding through a federal High Priority grant. While these activities have been dramatically reduced and a large portion of this overtime funding is expected to be returned, the state will continue to scrutinize the region in the case the energy climate shifts but the state will not set a priority for the FY 2018 period at this time.

Activity #2

Activity: Describe State-specific activity conducted from previous year's CVSP.

The Department will conduct special task force operations focused on Interstate Highway-35 crash corridor which has been identified as having Texas highest crash and fatality crash numbers. Twelve (12) taskforce operations are to be conducted in the vicinity of the IH-35 Crash Corridor. Task force operations will be conducted once per quarter for each of three regions located along the corridor. Operations will consist of at least twenty (20) personnel working

for at least two consecutive days.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

To lower the overall number of crashes and fatality crashes within the Interstate Highway 35 Region by 1% per year over the period of FY 2014 to FY 2017. The goal each year of the coming FY 2014-2017 period will be based on the previous year.

Actual: Insert year to date progress (#, %, etc., as appropriate).

During each quarterly task force operation in FY 2017, an average of 740 inspections were conducted in the first three quarters of the year. When you consider that in the entire FY 2017 period to date, a total of 14,966 inspections were performed along that highway corridor, this suggests that the task force operations have come to represent about 15 percent of the total inspection output in that sector. CMV traffic enforcement statistics also demonstrate peaks during the task force periods. Unfortunately, crashes have continually been on the rise for each year of period although fatality crashes dropped in FY 2016 and are on target to decline in FY 2017 as well.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Texas leads the nation in Commercial Motor Vehicle crashes. Crashes occur with the greatest frequency along the IH-35 crash corridor. This is a data identified top crash location. Task force operations along the corridor result in increased inspection activity, CMV traffic enforcement, and visibility of commercial motor vehicle enforcement units during the periods. Although crashes have continued to rise for each year of the period, fatalities along the corridor declined in FY 2016 and are on target to do so again in FY 2017. Traffic along the corridor continues to rise as a result of strong trade with Mexico and a robust Texas economy. The task force operations along the IH-35 corridor will continue in the FY 2018-FY 2020 period.

4 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2018 - 2020. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Task Force Operations -Interstate Highway 35

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Texas leads the nation in Commercial Motor Vehicle crashes. Commercial crashes occur with the greatest frequency along the IH-35 crash corridor. This is a data identified top crash location.

Projected Goals for FY 2018 - 2020:

Enter performance goal.

To lower the overall number of crashes and fatality crashes within the Interstate Highway 35 Region by 1% per year over the period of FY 2018 to FY 2020. The FY 2018 goal will rely on FY 2017 statistics that are not yet available but will be by the time of reporting.

Program Activities for FY 2018 - 2020: Describe the activities that will be implemented including level of effort.

The Department will conduct special task force operations focused on Interstate Highway-35 crash corridor which has been identified as having Texas highest crash and fatality crash numbers. Twelve (12) taskforce operations are to be conducted in the vicinity of the IH-35 Crash Corridor. Task force operations will be simultaneously conducted once per quarter in all of the three regions located along the IH-35 corridor. Operations will consist of at least twenty (20) personnel working for at least two consecutive days.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Performance Measurement 1: The Department will track inspection activity and related OOS rates within the IH-35 region during the periods of the task force operations.
Performance Measurement 2: The Department will track traffic enforcement activity (Moving Violations) within the IH-35 region during the periods of the task force operations.
Performance Measurement 3: The Department will track the overall number

of crashes and fatality crashes in the related IH-35 region.

Part 4 - Financial Information

1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

What's New for FY 2019

The Spending Plan budget activity tables have been restructured to permit Maintenance of Effort (MOE) expenditures to be added on each line item of the budget activity tables. In the FY 2018 eCVSP, States indicated MOE costs as a single cost in each budget activity area. Please review the FY 2019 changes and instructions below prior to completing your Spending Plan.

- A new column (% of Time on MCSAP Grant) has been added in each of the budget activity tables to capture the percentage of time each item entered is dedicated to the MCSAP grant.
- A new column (MOE) has been added in each of the budget activity tables to capture MOE amounts. This allows users the ability to add MOE expenditures by each line item. MOE expenditures must not be included in the calculation of Total Project Costs, Federal share, or State share.

Instructions

The Spending Plan should include costs for FY 2019 only. This applies to States completing a single-year CVSP, multi-year CVSP, or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share is 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP

Comprehensive Policy (MCP) in section 3.6.

Expansion of On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- **Calculation of Federal and State Shares**

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates an 85 percent Federal share and 15 percent State share automatically and populates these values in each line. Federal share is the product of Total Project Costs x .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$30,478,798.00	\$5,374,393.00	\$35,853,191.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$5,374,393.00
MOE Baseline:	\$8,268,560.93

2 - Personnel

Personnel costs are salaries for employees working directly on a project.

Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$5,374,393.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Non-Commissioned Inspection Hours	135000	100.0000	\$17.40	\$2,349,000.00	\$1,996,650.00	\$352,350.00	\$0.00
CMV Traffic Enforcement Hours	10000	100.0000	\$34.89	\$348,900.00	\$296,565.00	\$52,335.00	\$0.00
Compliance Review Hours	26000	100.0000	\$22.25	\$578,500.00	\$491,725.00	\$86,775.00	\$0.00
Administrative Assistants	16	100.0000	\$34,302.72	\$548,843.52	\$466,516.99	\$82,326.53	\$0.00
Fiscal Affairs Administrators	2	100.0000	\$59,819.52	\$119,639.04	\$101,693.18	\$17,945.86	\$0.00
Compliance Audit Section Negotiator	1	100.0000	\$41,870.40	\$41,870.40	\$35,589.84	\$6,280.56	\$0.00
New Entrant Audit Section Evaluators	4	100.0000	\$34,302.00	\$137,208.00	\$116,626.80	\$20,581.20	\$0.00
Database Administrator B26	1	100.0000	\$75,988.20	\$75,988.20	\$64,589.97	\$11,398.23	\$0.00
Database Administrator B20	2	100.0000	\$46,287.12	\$92,574.24	\$78,688.10	\$13,886.14	\$0.00
Programmer V	1	100.0000	\$101,339.76	\$101,339.76	\$86,138.80	\$15,200.96	\$0.00
Programmer IV	1	100.0000	\$90,313.44	\$90,313.44	\$76,766.42	\$13,547.02	\$0.00
New Entrant Audit Hours	6250	100.0000	\$22.25	\$139,062.50	\$118,203.13	\$20,859.37	\$0.00
Out-of-Service Verification Hours	1000	100.0000	\$34.89	\$34,890.00	\$29,656.50	\$5,233.50	\$0.00
Train-the-Trainer Hours	1200	100.0000	\$34.89	\$41,868.00	\$35,587.80	\$6,280.20	\$0.00
Commissioned CVE Troopers	59	100.0000	\$72,560.88	\$4,281,091.92	\$3,638,928.13	\$642,163.79	\$0.00
Civilian CVE Inspectors	126	100.0000	\$36,192.00	\$4,560,192.00	\$3,876,163.20	\$684,028.80	\$0.00
Civilian CR/NE Investigators	23	100.0000	\$46,287.12	\$1,064,603.76	\$904,913.20	\$159,690.56	\$0.00
Commissioned CVE Line Sergeants	17	100.0000	\$80,538.96	\$1,369,162.32	\$1,163,787.97	\$205,374.35	\$0.00
Commissioned CVE Line Lieutenants	5	100.0000	\$89,280.00	\$446,400.00	\$379,440.00	\$66,960.00	\$0.00
Commissioned CVE Line Captains	2	100.0000	\$110,865.96	\$221,731.92	\$188,472.13	\$33,259.79	\$0.00
Assistant State Commercial Vehicle Safety Coordinator	1	100.0000	\$110,865.96	\$110,865.96	\$94,236.07	\$16,629.89	\$0.00
NE/CR Program Coordinator	2	100.0000	\$89,273.60	\$178,547.20	\$151,765.12	\$26,782.08	\$0.00
NAS (Part A) Training Hrs	7200	100.0000	\$34.89	\$251,208.00	\$213,526.80	\$37,681.20	\$0.00
NAS (Part B) Training Hrs	7200	100.0000	\$34.89	\$251,208.00	\$213,526.80	\$37,681.20	\$0.00
General Hazardous Materials Training Hrs	6000	100.0000	\$34.89	\$209,340.00	\$177,939.00	\$31,401.00	\$0.00
Cargo Tank Inspection Training Hrs	4200	100.0000	\$34.89	\$146,538.00	\$124,557.30	\$21,980.70	\$0.00

Other Bulk Packaging Training Hrs	2520	100.0000	\$34.89	\$87,922.80	\$74,734.38	\$13,188.42	\$0.00
Compliance Review Training Hrs	3840	100.0000	\$22.25	\$85,440.00	\$72,624.00	\$12,816.00	\$0.00
Passenger Vehicle Training Hrs	1728	100.0000	\$34.89	\$60,289.92	\$51,246.43	\$9,043.49	\$0.00
Comm CVE Trainers	5	100.0000	\$80,538.96	\$402,694.80	\$342,290.58	\$60,404.22	\$0.00
Commissioned Officer Inspection Hours	108500	100.0000	\$34.89	\$3,785,565.00	\$3,217,730.25	\$567,834.75	\$0.00
MOE State Personnel	423	0.0000	\$45,000.00	\$0.00	\$0.00	\$0.00	\$19,035,000.00
Subtotal: Salary				\$22,212,798.70	\$18,880,878.89	\$3,331,919.81	\$19,035,000.00
Overtime Project Costs							
Overtime for all Positions	1	100.0000	\$2,140,011.97	\$2,140,011.97	\$1,822,595.82	\$317,416.15	\$0.00
Subtotal: Overtime				\$2,140,011.97	\$1,822,595.82	\$317,416.15	\$0.00
TOTAL: Personnel				\$24,352,810.67	\$20,703,474.71	\$3,649,335.96	\$19,035,000.00
Accounting Method:	Accrual						

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.

Spending Plan: Personnel

Hourly rate is based on mid-range salary for civilian and commissioned personnel calculated to include pay adjustments resulting from legislative appropriation confirmed semi-annually. (Trooper III salary x 12 months / 2,080 Hours).

Inspection Hours:

During FY 2019, the Department will request reimbursement for 243,500 of the 395,292 inspection hours we estimate conducting in the course of our regular roadside enforcement program. These inspections will consist of all levels with emphasis on Level I, II, & III Inspections and will be based on an average of one hour per inspection. This amount of time is needed to locate the vehicle, perform the inspection; complete the inspection report and CDL verification status check; file charges in the appropriate court, and oversee out-of-service drivers and vehicles. These inspection activities will be charged an hourly rate of \$34.89 for CVE commissioned officers and \$17.40 for non-commissioned CVE Inspectors. These rates are based on state FY 2018 salary expenditures for the CVE Service.

Commissioned Officer Inspections
108,500 @ \$34.89 (wage) = \$3,785,565

Non-Commissioned Inspector Inspections
135,000 @ \$17.40 (wage) = \$2,349,000

Allocated Budget for Driver/Vehicle Inspections: \$6,134,565

CMV Traffic Enforcement Hours:

The DPS will conduct regular shift traffic enforcement through the use of commissioned CVE officers and the officers of the Highway Patrol (HP) Service who have been trained to conduct Level II and III Inspections targeting operators of commercial motor vehicles that commit serious traffic violations during FY 2019. The DPS will devote the deployment of this effort to high crash corridors, construction zones, and areas where large numbers of violations are known to be committed by CMV operators. Speeding, following too close, improper lane usage, and sign/signal violations will receive the highest priority. As well, the DPS will continue to ensure CDL verification status is obtained on all drivers. Officers working these details will be required to perform at a minimum, a Level III Inspection on each vehicle stopped unless the officer deems the location of the stop too unsafe to do so. The DPS plans to expend 10,000 man-hours of traffic enforcement, which should result in approximately 18,000 enforcement actions on commercial motor vehicles. These traffic enforcement hours will charge against the grant at an hourly rate of \$34.89 for CVE commissioned officers.

Commissioned Officer CMV Traffic Enforcement Hours
10,000 @ \$34.89 (wage) = \$348,900.00

Compliance Review Investigation Hours:

The Department will conduct 1,600 compliance reviews on interstate and intrastate motor carriers during FY 2019, using non-commissioned CVE Investigators who have been certified to conduct these reviews. A total of 26,000 hours will be allocated to billing for this activity. These Compliance Review hours will be charged against the grant at an hourly rate of \$22.25 per hour.

Non-commissioned Investigator Hours
26,000 @ \$22.25 (wages) = \$578,500.00

New Entrant Audit Hours:

The Department will conduct 2,750 new entrant safety audits on interstate and motor carriers during FY 2019, using non-commissioned CVE Investigators who have been certified to conduct these reviews. A total of 6,250 hours will be allocated to billing for this activity. These Compliance Review hours will be charged against the grant at an hourly rate of \$22.25 per hour.

Non-commissioned Investigator Hours
6,250 @ \$22.25 (wages) = \$ 139,062.50

Out-of-Service Verification

The Department has fifty-five (55) sergeant areas. Each sergeant area will be responsible for conducting at least forty-eight (48) hours of covert operations. A total of 1,000 hours will be needed for this program. These Out-of-Service Verification hours will charge against the grant at an hourly rate of \$34.89 for CVE commissioned officers.

Allocated Budget for OOS Verification
1,000 hours @ \$34.89 (wage) = \$34,890.00

Training Plan

The Department will conduct training during FY 2019, in all of the required NTC courses as well as other state training courses for troopers and non-commissioned personnel as follows:

Courses Students Hourly Rate Cost

NAS (Part A) Training 180 X 40 hrs. @ \$34.89 = \$251,208.00
 NAS (Part B) Training 180 X 40 hrs. @ \$34.89 = \$251,208.00
 General Hazardous Materials Training 150 X 40 hrs. @ \$34.89 = \$209,340.00
 Cargo Tank Inspection Training 150 X 28 hrs. @ \$34.89 = \$146,538.00
 Other Bulk Packaging Training 90 X 28 hrs. @ \$34.89 = \$87,922.80
 Compliance Review Training 48 X 80 hrs. @ \$22.25 = \$85,440.00
 Passenger Vehicle Training 72 X 24 hrs. @ \$34.89 = \$60,289.92

Total \$1,091,946.72

Train-the-Trainer Hours:

The Department plans to have twelve (12) CVE Troopers and Non-Commissioned Investigators serving as Associate Staff members of the National Training Center during FY 2019. These troopers will instruct the training courses listed below in the Training Plan. Additionally, these instructors will be utilized to provide instruction in recertification schools for municipal and county MCSAP enforcement officers. The Department is allocating 1,200 hours for these instructors to provide the training. These Train-the-Trainer hours will charge against the grant at an hourly rate of \$34.89 for CVE commissioned officers.

Total Train-the-Trainer Expense
1,200 hours @ \$34.89 (wage) = \$41,868.00

Total for all Hours = \$8,060,897.22

Positions:

(Note: Salaries include wages, hazardous duty pay and stipends in some case. Overtime calculated at 15% of total wages).

Salary and Benefits for fifty nine (59) Commissioned Commercial Vehicle Enforcement Troopers to be located strategically along the Texas border. Troopers conduct inspections roadside and at ports of entry to satisfy border enforcement related goals.

59 positions @ \$72,560.88 = \$4,281,091.92

Salary and Benefits for one hundred and twenty (126) Civilian Commercial Vehicle Enforcement Inspectors to be located strategically along the Texas border at eight designated ports of entry facilities (120) as well as 2 NAFTA designated inspection/scale sites that are along major highway crash corridors (2 @ Queen City on U.S. 59 & 4 @ Devine on IH-35). (Including overtime).

126 positions @ \$36,192 = \$4,560,192.00

Salary and Benefits for four (23) Civilian Compliance Review/New Entrant Investigators strategically placed around state to augment the compliance review and New Entrant programs (Non-Commissioned positions at Salary Group B20, including overtime.)

23 positions @ \$46,287.12 = \$1,064,603.76

Salary and Benefits for twenty (17) Commissioned Commercial Vehicle Enforcement Sergeants to manage the activities of the troopers and inspectors. Sergeants supervise daily operation of work and staff, provide staff training/technical assistance, coordinate staff work schedule/assignments, track and following-up on procedures to meet quality assurance, and track policy to ensure compliance.

17 positions @ \$80,538.96 = \$1,369,162.32

Salary and Benefits for five (5) Commissioned Commercial Vehicle Enforcement Lieutenants to be stationed at strategic locations along the border and to act as assistants to the captains as supervisors and to support border related activities.

5 positions @ \$89,280 = \$446,400

Salary and Benefits for two (2) Commissioned Commercial Vehicle Enforcement Captains to be stationed at strategic locations along the border (Laredo, and Weslaco) to provide guidance and manage policy within the districts. The captain is responsible for administering a traffic enforcement and commercial vehicle regulatory and inspection program within a region or district.

2 positions @ \$110,865.96 = \$ 221,713.92

Salary and Benefits for Assistant State Commercial Vehicle Safety Coordinator position for grant preparation pertaining to CMV safety and to oversee federal funded projects, purchases and expenditures. (Commissioned officer at the rank of Captain, including overtime.)

1 position @ \$110,865.96

Salary and Benefits for two (2) New Entrant/Compliance Review Program Coordinator positions to assist with the overall management and supervision of the Compliance Review and New Entrant Program personnel.

(Commissioned officer at the rank of Lieutenant or non-commissioned employee at a similar pay classification, including overtime)

2 position @ \$89,273.60 x 2= \$178,547.2

Salary and Benefits for two (5) Commercial Vehicle Enforcement Trainer positions certified to instruct North American Standard Schools to all inspector personnel. (Commissioned officer at the rank of Sergeant, including overtime)

5 position @ \$80,538.96 = \$402,694.80

Salary and Benefits for sixteen (16) Administrative Assistant positions to be located at strategic locations along the border (12), the Austin MCB training office (1), the THP headquarters office in Austin (1), the CVE office in Corpus Christi (1), and the THP headquarters office in Austin Motor Carrier Bureau to support New Entrant Coordinator (1). (Including Overtime)

16 positions @ \$34,302.72 = \$548,843.52

Salary and Benefits for two (2) Fiscal Affairs Administrators to monitor federally appropriated funds and expenditures, including the administration of purchasing, developing and maintenance of financial records. Administration and maintenance of equipment inventory records. (Non-Commissioned positions at Salary Group B19, including overtime.)

2 positions @ \$59,819.52=\$119,639.04

Salary and Benefits for one (1) Civilian Motor Carrier Compliance Audit Section Negotiator in Austin to enhance the review, approval, and processing of compliance reviews conducted by field investigators. The need for this position is a result of additional activities precipitated by the Compliance – Safety – Accountability (CSA) program.

(Non-Commissioned position at Salary Group B15, including overtime.)

1 position @ \$41,870.40

Salary and Benefits for four (4) Civilian New Entrant Audit Section Evaluators in Austin to enhance the review and processing of audits conducted by field investigators. (Non-Commissioned position at Salary of Administrative Assistant III, including overtime)

4 positions @ \$34,302 Wages

Data:

Accurate and timely inspection, crash, and traffic enforcement data is essential to both the individual state programs and the National MCSAP Program. The Department has developed a State Inspection Database System (Formerly referred to as SIDS, now the CVE-3 application) to upload timely inspection and traffic enforcement data into SafetyNet and MCMIS. The Department continues to work with FMCSA to improve our existing interface to continue to enhance the timely uploads of CMV data to SafetyNet and MCMIS. The Department will utilize the service of three (3) full-time Database Administrators and two (2) programmers to ensure timely data uploads as well as maintenance, operations and ongoing enhancements to this mission-critical system. (Including Overtime)

Salary and Benefits, including overtime for the Database Administrators (Salary Groups B20 and B26)

1 @ \$ 75,988.20

2 @ \$ 46,287.12

Salary and Benefits, including overtime for the Programmers (Programmer IV and V)

1 @ \$101,339.76

1 @ \$90,313.44

Total Allocated for Data Collection =\$360,215.64

Total Hours = \$8,369,732.22

Total Salaried FTEs = \$13,843,066.48

Total Combined = \$22,212,798.70

Overtime on all Positions = \$2,140,011.97

Note on Overtime

Overtime is estimated based on 15% of the total salary of all MCSAP personnel but may be utilized by other personnel if working task force operations in energy sector or high CMV crash corridor areas.

Overtime adjusted 05/29/19 based on additional funding provided per new MCSAP formula.

Total Personnel Cost = \$24,352,810.67

3 - Fringe Benefits

Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided through grants.gov. For more information on this item see [2 CFR §200.431](#).

Show how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS Statewide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The cost of fringe benefits are allowable if:

- Costs are provided under established written policies.
- Costs are equitably allocated to all related activities, including Federal awards.
- Accounting basis (cash or accrual) selected for each type of leave is consistently followed by the non-Federal entity or specified grouping of employees.

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

- For each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.
- The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.
- Health Insurance and Pensions can vary greatly and can be averaged; and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

In the Position column include a brief position description that is associated with the fringe benefits.

The **Fringe Benefit Rate** is:

- The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.
- For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.

The **Base Amount** is:

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8 \times 50\% / 100 = \$48,600$ Total Project Costs.

Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
All Positions and Hours Billed	35.1200	100.0000	\$22,212,798.70	\$7,801,134.90	\$6,630,964.67	\$1,170,170.23	\$0.00
TOTAL: Fringe Benefits				\$7,801,134.90	\$6,630,964.67	\$1,170,170.23	\$0.00

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.
 Spending Plan: Fringe Benefits

Benefits are calculated as 35.12% of base pay, per federal reimbursement policies outlined in Texas Accounting Policy Statement 023. These account for group insurance, retirement contributions, benefit replacement pay. Fringe benefits are applied to expense for regular wages and billed hours only and not to overtime costs.

Texas Accounting Policy Statement 023 Link:
https://fm.xcpa.state.tx.us/fm/pubs/aps/23/a017_001.php

Allocated Budget = \$7,801,134.90

4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, lodging, meals, transportation, registration, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
North American Standard (Part A) School	120	5	100.0000	\$40,800.00	\$34,680.00	\$6,120.00	\$0.00
North American Standard (Part B) School	120	5	100.0000	\$40,800.00	\$34,680.00	\$6,120.00	\$0.00
General Hazardous Materials School	100	5	100.0000	\$34,000.00	\$28,900.00	\$5,100.00	\$0.00
Cargo Tank Inspection School	100	5	100.0000	\$34,000.00	\$28,900.00	\$5,100.00	\$0.00
Other Bulk Packaging School	50	4	100.0000	\$13,600.00	\$11,560.00	\$2,040.00	\$0.00
Compliance Review Investigator School	25	10	100.0000	\$17,000.00	\$14,450.00	\$2,550.00	\$0.00
New Entrant Audit Training	25	10	100.0000	\$17,000.00	\$14,450.00	\$2,550.00	\$0.00
Passenger Vehicle Inspection School	40	3	100.0000	\$8,110.00	\$6,893.50	\$1,216.50	\$0.00
NAS for HP – Part B School Only	60	5	100.0000	\$20,400.00	\$17,340.00	\$3,060.00	\$0.00
Intrastate Motor Carrier Safety School "Texas Part C"	120	3	100.0000	\$480.00	\$408.00	\$72.00	\$0.00
NAS Level I Annual Recertification School	500	2	100.0000	\$68,000.00	\$57,800.00	\$10,200.00	\$0.00
Level VI Certification School	6	4	100.0000	\$1,632.00	\$1,387.20	\$244.80	\$0.00
NAS Level VI Annual Recertification School	6	1	100.0000	\$408.00	\$346.80	\$61.20	\$0.00
CVSA Workshop OOS	6	5	100.0000	\$12,000.00	\$10,200.00	\$1,800.00	\$0.00
CVSA Annual Conference OOS	6	5	100.0000	\$12,000.00	\$10,200.00	\$1,800.00	\$0.00
North American Inspectors Championship	5	5	100.0000	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
COHMED Conference OOS	4	5	100.0000	\$8,000.00	\$6,800.00	\$1,200.00	\$0.00
Roadcheck 2018 Enforcement	150	3	100.0000	\$30,600.00	\$26,010.00	\$4,590.00	\$0.00
Interdiction Training Travel (DIAP) OOS	8	5	100.0000	\$16,000.00	\$13,600.00	\$2,400.00	\$0.00
Intrastate Instructor Travel	8	5	100.0000	\$16,000.00	\$13,600.00	\$2,400.00	\$0.00
Compliance Review Related Travel	74	3	100.0000	\$50,000.00	\$42,500.00	\$7,500.00	\$0.00
New Entrant Audit Related Travel	74	3	100.0000	\$50,000.00	\$42,500.00	\$7,500.00	\$0.00
Miscellaneous MCSAP Operations Related Travel	100	5	100.0000	\$70,000.00	\$59,500.00	\$10,500.00	\$0.00
IH-35 Task Force	40	6	100.0000	\$16,320.00	\$13,872.00	\$2,448.00	\$0.00
District Task Force Operations	40	16	100.0000	\$43,520.00	\$36,992.00	\$6,528.00	\$0.00
MOE State Travel	1	365	0.0000	\$0.00	\$0.00	\$0.00	\$194,000.00
TOTAL: Travel				\$630,670.00	\$536,069.50	\$94,600.50	\$194,000.00

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.

Spending Plan: Travel

Travel is calculated for each individual at a maximum per day cost of \$51.00 for meals and \$85.00 for lodging (total \$136) which is then divided in half to account for the Department's policy of double occupancy of rooms whenever practicable. Out of state travel is estimated.

North American Standard (Part A) School

Personnel to be trained – 120 Personnel for 5 days
(In-state, includes travel, meals & lodging)
\$40,800

North American Standard (Part B) School

Personnel to be trained – 120 Personnel for 5 days
(In-state, includes travel, meals & lodging)
\$40,800

General Hazardous Materials School

Personnel to be trained – 100 Personnel for 5 days
(In-state, includes travel, meals & lodging)
\$34,000

Cargo Tank Inspection School

Personnel to be trained – 100 Personnel for 5 days
(In-state, includes travel, meals, lodging)
\$34,000

Other Bulk Packaging School

Personnel to be trained – 50 Personnel for 4 days
(In-state, includes travel, meals, lodging)
\$13,600

Compliance Review Investigator School

Personnel to be trained – 25 Personnel for 10 days
(In-state, includes travel, meals, lodging)
\$17,000

New Entrant Audit Training

Personnel to be trained – 25 Personnel for 10 days
(In-state, includes travel, meals, lodging)
\$17,000

Passenger Vehicle Inspection School

Personnel to be trained – 40 Personnel for 3 days
(In-state, includes travel, meals, lodging)
\$8,110

NAS for HP – Part B School Only

Personnel to be trained – 60 Personnel for 10 days
(In-state, includes travel, meals, lodging)
\$20,400

Intrastate Motor Carrier Safety School “Texas Part C”

Course curriculum includes: Intrastate Regulations relating to Applicability, Equipment, Operating Authority, Driver Qualifications, Commercial Driver License, Commercial Vehicle Inspection, Hazardous Materials, and Insurance Regulations.
Personnel to be trained – 120 Personnel for 3 days
(In-state, includes travel, meals, lodging)
\$24,480

NAS Annual Recertification School

Personnel to be trained – 500 Personnel for 2 days
(In-state, includes travel, meals, lodging)
\$ 68,000

Level VI Certification School

Personnel to be trained – 6 Personnel for 4 days
(In-state, includes travel, meals, lodging)
\$1,632

NAS Level VI Annual Recertification School

Personnel to be trained – 6 Personnel for 1 day
(In-state, includes travel, meals, lodging)
\$408

CVSA Workshop

Out-of State
6 personnel @ \$2,000 each
\$12,000

CVSA Annual Conference

Out-of-state

6 personnel @ \$2,000 each
\$12,000

North American Inspectors Championship

Out-of-State
International Inspector Competition
5 personnel @ \$2,000 each
\$10,000

COHMED Conference

Out-of-State
4 personnel @ \$2,000 each
\$8,000

Roadcheck 2017 Enforcement

150 personnel for 3 Days
\$30,600

Interdiction Training Travel (DIAP)

Out-of-State
8 personnel @ \$2,000 each
\$16,000

Intrastate Instructor Travel

to teach NAS Parts A & B, General Hazardous Materials, Cargo Tank, Passenger Vehicle Inspection, and specialized training schools
\$16,000

Compliance Review Related Travel

Compliance Review Investigators, Commercial Vehicle Inspectors conducting MCSAP related activities other than training in Austin.
\$50,000

New Entrant Audit Related Travel

(In-state, includes travel, meals, lodging)
\$50,000

Miscellaneous MCSAP Operations Related Travel

Out-of-Area meetings; Conferences for MCSAP Staff; Out of State Travel; Certification Maintenance; Travel for competitors for the State Challenge Competition; ELD Training; General MCSAP related travel; State CMV Conference related travel;
(includes travel, meals, lodging) (In-state, includes travel, meals, lodging)
\$70,000

IH-35 Task Force

Twelve (12) taskforce operations to be conducted in the vicinity of the IH-35 Crash Corridor. Task force operations to be conducted one per quarter for each of the three regions located along the corridor. Operations will consist of twenty (20) personnel for working for two consecutive days. Only ten (10) personnel will require travel. (3 x 4 x 10 x 2 x \$136.00 x .5) (In-state, includes travel, meals, lodging)
\$16,320

MCSAP Task Force Operations

Four (4) taskforce operations in each of the eight (8) captain's districts throughout the state will target aggressive driving of commercial vehicles and other traffic comingling with commercial vehicles. Taskforce operations will on average be conducted quarterly and consist of 10 personnel in each district working for 2 consecutive days during each operation. These personnel will be strategically located throughout each district to maximize efforts to reduce crashes. Level II and III inspections will be performed with the level III being the preferred level of inspection. These operations will target fatigued drivers and traffic enforcement violations such as speeding, following too close, lane violations, radar detector violations, etc. (4 x 8 x 10 x 2 x \$136.00 x .5) (In-state, includes travel, meals, lodging)
\$43,520

Allocated Budget (Training and Other) = \$630,670

5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the threshold amount. See [§200.12](#) Capital assets, [§200.20](#) Computing devices, [§200.48](#) General purpose equipment, [§200.58](#) Information technology systems, [§200.89](#) Special purpose equipment, and [§200.94](#) Supplies.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost ([2 CFR §200.436](#) and [2 CFR §200.439](#)). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Patrol Vehicles	9	\$30,227.00	100	\$272,043.00	\$231,236.55	\$40,806.45	\$0.00
Patrol Vehicle Make Ready Equipment	9	\$19,761.00	100	\$177,849.00	\$151,171.65	\$26,677.35	\$0.00
Supervisory Vehicles	3	\$30,227.00	100	\$90,681.00	\$77,078.85	\$13,602.15	\$0.00
Supervisory Vehicle Make Ready Equipment	3	\$9,516.00	100	\$28,548.00	\$24,265.80	\$4,282.20	\$0.00
Scale Calibration Press	2	\$25,849.00	100	\$51,698.00	\$43,943.30	\$7,754.70	\$0.00
Bus Ramps	1	\$12,000.00	100	\$12,000.00	\$10,200.00	\$1,800.00	\$0.00
MOE State Equipment	1	\$520,000.00	0	\$0.00	\$0.00	\$0.00	\$520,000.00
Portable Inspection Trailer	2	\$12,500.00	100	\$25,000.00	\$21,250.00	\$3,750.00	\$0.00
TOTAL: Equipment				\$657,819.00	\$559,146.15	\$98,672.85	\$520,000.00
Equipment threshold is greater than \$5,000.							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.
Spending Plan: Equipment

Patrol Vehicles (Vehicle replacement cycle is based on a goal of 100,000 miles or else ten year interval).
 Chevrolet Tahoe 4WD Pursuit Vehicle and Upfit
 9 @ \$30,227 = \$272,043

Patrol Vehicle Make Ready Equipment
 To include In-Car Computer, Mobile APX Radio, and WatchGuard 4RE Mobile Video System
 9 @ \$19,761 = \$177,849

Supervisory Vehicles (Vehicle replacement cycle is based on a goal of 100,000 miles or else ten year interval).
 Ford Police Interceptor Tahoe with Upfit
 3 @ \$30,227 = \$90,681

Supervisory Vehicle Make Ready Equipment
 To include In-Car Computer and Mobile APX Radio
 3 @ \$9,516 = \$28,548

Scale Calibration Press

To calibrate scales in order to weigh vehicles to ensure compliance with tire weight rating limitations in the FMCSR and other related weight laws. A CVSA level of inspection will be conducted and documented on all CMVs weighed. Will be part of the state's incentive allocation.

2 @ \$25,849 = \$51,698

Bus Ramps

To examine undercarriage of motor coaches for compliance with the FMCSRs

1 Set @ \$12,000 = \$12,000

Portable Office Inspection Trailer

For performing mobile task force operations to inspect CMVs

2 @ \$12,500 = \$13,000

Allocated Budget = \$657,819

6 - Supplies

Supplies means all tangible property other than that described in [§200.33](#) Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also [§200.20](#) Computing devices and [§200.33](#) Equipment.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Ammunition and Firearms Supplies	412 Varies	\$35.00	100.0000	\$14,420.00	\$12,257.00	\$2,163.00	\$0.00
Vehicle Fuel	59 Varies	\$3,750.00	100.0000	\$221,250.00	\$188,062.50	\$33,187.50	\$0.00
Uniforms Commissioned	103 Uniform	\$350.00	100.0000	\$36,050.00	\$30,642.50	\$5,407.50	\$0.00
Uniforms for Non-commissioned	225 Uniform	\$95.00	100.0000	\$21,375.00	\$18,168.75	\$3,206.25	\$0.00
Educational Handouts (Public Education)	32000 Book	\$0.25	100.0000	\$8,000.00	\$6,800.00	\$1,200.00	\$0.00
Mobile Laptop Computers	34 Item	\$1,800.00	100.0000	\$61,200.00	\$52,020.00	\$9,180.00	\$0.00
Desktop Computers with Flat Panel Monitors	50 Item	\$1,150.00	100.0000	\$57,500.00	\$48,875.00	\$8,625.00	\$0.00
Tablet Computers	25 Item	\$650.00	100.0000	\$16,250.00	\$13,812.50	\$2,437.50	\$0.00
Federal Motor Carrier Safety Regulations	1925 Book	\$9.00	100.0000	\$17,325.00	\$14,726.25	\$2,598.75	\$0.00
Federal Hazardous Material Regulations	1375 Book	\$17.50	100.0000	\$24,062.50	\$20,453.13	\$3,609.37	\$0.00
DVD-RW's	600 Spindle (100)	\$46.00	100.0000	\$27,600.00	\$23,460.00	\$4,140.00	\$0.00
Cargo Seals – High and Standard Security	35000 Item	\$0.45	100.0000	\$15,750.00	\$13,387.50	\$2,362.50	\$0.00
Televisions	6 Item	\$280.00	100.0000	\$1,680.00	\$1,428.00	\$252.00	\$0.00
Digital Cameras with Data Cards	95 Item	\$195.00	100.0000	\$18,525.00	\$15,746.25	\$2,778.75	\$0.00
Out of Service Stickers	15000 Sticker	\$0.25	100.0000	\$3,750.00	\$3,187.50	\$562.50	\$0.00
Portable Document Scanners	50 Item	\$1,200.00	100.0000	\$60,000.00	\$51,000.00	\$9,000.00	\$0.00
Maintenance Items for Portable Printers	920 Cartridges	\$75.00	100.0000	\$69,000.00	\$58,650.00	\$10,350.00	\$0.00
Training Supplies	1 Varies	\$15,000.00	100.0000	\$15,000.00	\$12,750.00	\$2,250.00	\$0.00
Haenni Portable Scales	12 Scale	\$4,995.00	100.0000	\$59,940.00	\$50,949.00	\$8,991.00	\$0.00
Radar Detector Detectors	55 Item	\$1,300.00	100.0000	\$71,500.00	\$60,775.00	\$10,725.00	\$0.00
Bolt Cutters	50 Pair	\$85.00	100.0000	\$4,250.00	\$3,612.50	\$637.50	\$0.00
Portable Breath Testers	50 Item	\$330.00	100.0000	\$16,500.00	\$14,025.00	\$2,475.00	\$0.00
Wheel Chocks	50 Set	\$31.00	100.0000	\$1,550.00	\$1,317.50	\$232.50	\$0.00
Inspection Creepers	250 Item	\$45.00	100.0000	\$11,250.00	\$9,562.50	\$1,687.50	\$0.00
Speed Detection Equipment (Radar,	55 Item	\$2,250.00	100.0000	\$123,750.00	\$105,187.50	\$18,562.50	\$0.00

LIDAR)							
Other Inspection Related Tools and Supplies	559 Varies	\$50.00	100.0000	\$27,950.00	\$23,757.50	\$4,192.50	\$0.00
Gloves – High Quality	1400 Pair	\$19.00	100.0000	\$26,600.00	\$22,610.00	\$3,990.00	\$0.00
State Challenge Inspection Competition Supplies	1 Varies	\$15,000.00	100.0000	\$15,000.00	\$12,750.00	\$2,250.00	\$0.00
CVSA Out-of- Service Criteria Pictorial Handbooks	900 Book	\$24.00	100.0000	\$21,600.00	\$18,360.00	\$3,240.00	\$0.00
Office Supplies, Basic Tools and Furniture	559 Varies	\$50.00	100.0000	\$27,950.00	\$23,757.50	\$4,192.50	\$0.00
Other Essential Software Licenses	559 License	\$100.00	100.0000	\$55,900.00	\$47,515.00	\$8,385.00	\$0.00
Adobe Professional Software Licenses	150 License	\$300.00	100.0000	\$45,000.00	\$38,250.00	\$6,750.00	\$0.00
Magnetic Strip Readers	240 Item	\$55.00	100.0000	\$13,200.00	\$11,220.00	\$1,980.00	\$0.00
Safety Glasses	900 Pair	\$6.50	100.0000	\$5,850.00	\$4,972.50	\$877.50	\$0.00
USB Flash Drives	55 Item	\$35.00	100.0000	\$1,925.00	\$1,636.25	\$288.75	\$0.00
GPS Vehicle Navigation Systems	25 Item	\$85.00	100.0000	\$2,125.00	\$1,806.25	\$318.75	\$0.00
Mobile Thermal Printers	215 Item	\$490.00	100.0000	\$105,350.00	\$89,547.50	\$15,802.50	\$0.00
Thermal Paper	1 Rolls	\$3,000.00	100.0000	\$3,000.00	\$2,550.00	\$450.00	\$0.00
MOE State Supplies	1 Varies	\$1,624,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,624,000.00
Cordless Portable Lighting Systems	20 Tower	\$260.00	100.0000	\$5,200.00	\$4,420.00	\$780.00	\$0.00
TOTAL: Supplies				\$1,334,127.50	\$1,134,008.38	\$200,119.12	\$1,624,000.00

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.

Spending Plan: Supplies

Desktop Computers with Flat Panel Monitors

(As part of three year replacement interval)

50 @ \$1,150 = \$57,500

Mobile Laptop Computers

(As part of three year replacement interval)

34 @ \$1,800 = \$61,200

Tablet Computers

25 @ \$650 = \$16,250

Federal Motor Carrier Safety Regulations

(49 CFR 390 et seq)

1,925 books @ \$9 = \$27,600

Federal Hazardous Material Regulations

(49 CFR 100-185)

1,375 books @ \$17.50 = \$24,062.5

DVD-RW's

(For the WatchGuard in-car video system to document commercial vehicle inspection and drug and alcohol enforcement activities)

600 spindles of 100 DVD-RW's @ \$46 = \$18,400

Cargo Seals – High and Standard Security

(To re-seal transport vehicles after FMCSR/HMR related inspections)

35,000 @ \$.45 = \$15,750

Gloves – High Quality

(To conduct commercial vehicle inspections)

1,400 pair @ \$19 = \$26,600

State Challenge Inspection Competition Supplies

which includes all training materials needed for testing modules and event supplies.

\$15,000

CVSA Out-of-Service Criteria Pictorial Handbooks

900 @ \$24 = \$ 21,600

Office Supplies, Basic Tools and Furniture

for personnel that administer the MCSAP program to include commissioned and non-commissioned staff throughout the state.

559 personnel @ \$100 = \$55,900

Adobe Professional Software Licenses

(To process CR, NE, Data Qs, and other CVE related documents)

150 @ \$300 = \$45,000

Other Essential Software Licenses

(To enhance security of data on laptop computers)

559 @ \$50 = \$27,950

Magnetic Strip Readers

(To ensure CDL data is captured accurately roadside)

240 @ \$55 = \$ 13,200

Safety Glasses

(For eye protection while conducting inspections)

900 @ \$6.50 = \$ 5,850

USB Flash Drives

55 @ \$35 = \$ 1,925

GPS Vehicle Navigation Systems

25 @ \$85 = \$2,125

Mobile Thermal Printers

(To print CVE Inspection Reports / As part of three year replacement interval)

215 @ \$490 = \$ 105,350

Thermal Paper

(For performing Inspections)

\$3,000

Televisions

(For CVE supervisors to review inspection contacts as well as alcohol and drug related cases pertaining to commercial vehicle operation to ensure proper procedures are followed and to enhance the overall quality of inspection activities. Officers' primary duty is the inspection of CMVs. Supervisory review of activities is essential to inspectors' professional development)

6 @ \$280 = \$1,680

Digital Cameras with Data Cards

(To document inspection defects for court & training)

95 @ \$195 = \$18,525

Out of Service Stickers

(Sticker to be placed on OOS vehicles as required)

15,000 @ \$0.25 = \$3,750

Portable Document Scanners

(To scan CRs and other CVE related documents)

60 @ \$1,200 = \$ 72,000

Maintenance Items for Portable Printers

(Ink Cartridges and Drums)

920 cartridges @ \$75 = \$69,000

Training Supplies

(For all schools listed in the Training Plan)
\$15,000

Haenni Portable Scales

(To weigh vehicles to ensure compliance with tire weight rating limitations in the FMCSR and other related weight laws. A CVSA level of inspection will be conducted and documented on all CMVs weighed with these portable scales). Will be part of the state's incentive allocation.

12 @ \$4,995 = \$59,940

Radar Detector Detectors

(To enforce FMCSRs related to the possession and use of radar detectors). Will be part of the state's incentive allocation.

55 @ \$1,300 = \$ 71,500

Bolt Cutters

(To enable inspectors to cut seals and locks on trailers in order to determine load securement)

50 @ \$85 = \$ 4,250

Portable Breath Testers

(To enable inspectors to determine driver compliance with alcohol related state laws and federal regulations)

50 @ \$330 = \$ 16,500

Wheel Chocks

(To secure commercial vehicles for level one inspections)

200 @ \$31 = \$ 6,200

Inspection Creepers

(For performing inspections of CMV undercarriages)

250 @ \$45 = \$11,250

Speed Detection Equipment (Radar, LIDAR)

To enforce speed laws throughout the state in accordance with MCSAP spending policy

55 @ \$2,250 = \$ 123,750

Other Inspection Related Tools and Supplies

For commissioned and non-commissioned inspectors

559 @ \$50 = \$ 27,950

Uniforms Commissioned

For commissioned MCSAP funded officers

103 @ \$350 = \$ 36,050

Uniforms for Non-commissioned

For commissioned MCSAP funded inspectors and investigators

225 @ \$95 = \$ 21,375

Ammunition and Firearms Supplies

For Commissioned Trooper MCSAP Inspectors

412 @ \$35 = \$ 14,420

Cordless Portable Lighting Systems

For Inspection Stations

20 @ \$260 = \$5,200

Vehicle Fuel

For MCASP full time Employees' Vehicles

59 @ \$3,500 = \$ 206,500

Educational Handouts (Public Education)

Public education and awareness activities are essential in order to increase the level of compliance with safety regulations. This program is needed in light of the increased emphasis placed on the Compliance Review Program in order to educate carriers who are less familiar with the Compliance – Safety – Accountability (CSA) program. The Department plans to distribute publications on "A Texas Motor Carrier's Guide to Highway Safety" and "A Texas Guide to Farm Vehicle Compliance," commercial vehicle safety requirements for farm industry transportation, and driver and vehicle requirements for commercial transportation in Texas.

Cost to Produce and Ship Educational Materials

(32,000 @ Approximately \$.25 / Publication) = \$8,000

Allocated Budget = \$1,334,127.50

7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Lease of Portable Modular Building at Austin	EIN 274128538	Contract	100.0000	\$86,400.00	\$73,440.00	\$12,960.00	\$0.00
Description of Services: MCSAP Training Classroom in Austin							
Lease of Portable Modular Buildings at Border Sites	EIN 274128538	Contract	100.0000	\$166,000.00	\$141,100.00	\$24,900.00	\$0.00
Description of Services: To Office Inspectors and to To act as Inspection Facilities (Los Indios and World Trade Bridge)							
Lease of Office Facilities in Laredo	EIN 742677884	Contract	100.0000	\$11,300.00	\$9,605.00	\$1,695.00	\$0.00
Description of Services: To office Laredo NE and CR investigators							
License Plate Reader Maintenance Agreements	EIN 980424466	Contract	100.0000	\$33,000.00	\$28,050.00	\$4,950.00	\$0.00
Description of Services: For readers located at fixed inspection facilities and on main lane highways							
Replacement Set Up and Lease of New Portable Building Inspection Facility	EIN 0	Contract	100.0000	\$124,500.00	\$105,825.00	\$18,675.00	\$0.00
Description of Services: To office inspectors and to act as inspection facility. Price includes make ready and yearly lease at Del Rio, Mount Pleasant or Queen City TBD							
Set Up and Lease of New Portable Modular Building at Austin	DUNS 0	Contract	100.0000	\$140,200.00	\$119,170.00	\$21,030.00	\$0.00
Description of Services: MCSAP training classroom in Austin							
TOTAL: Contractual and Subaward				\$561,400.00	\$477,190.00	\$84,210.00	\$0.00

Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.

Spending Plan: Contractual

Note: Contracts entered in to by the Texas Department of Public Safety follow a careful and standardized procurement process and are reviewed at multiple managerial levels as well as by the Office of General Council when appropriate to ensure vendors a fair and equitable opportunity to enter in to an arm's length association for obtaining goods and services.

Lease of Portable Modular Building at Austin and Set-Up of New Building

MCSAP training classroom in Austin

\$86,400

Lease of Portable Modular Buildings at Border Sites

To office inspectors and to act as inspection facilities (Los Indios and World Trade Bridge to include new building make ready in Laredo)

\$166,000

Lease of Office Facilities in Laredo

To office Laredo NE and CR investigators

\$124,500

Replacement Set Up and Lease of New Portable Building Inspection Facility

To office inspectors and to act as inspection facility. Price includes make ready and yearly lease at Del Rio, Mount Pleasant or Queen City TBD

\$124,500

Set Up and Lease of New Portable Modular Building at Austin

MCSAP training classroom in Austin

\$140,200

License Plate Reader Maintenance Agreements (PRISM O&M)

For readers located at fixed inspection facilities and on main lane highways

\$33,000

Total Contractual Costs = \$561,400

8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

Operations and Maintenance—If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

- **Cost Basis** — is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.
- **Approved Rate** — is the rate in the approved Indirect Cost Rate Agreement.
- **Eligible Indirect Expenses** — means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.
- **Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Registration Fees State CMV Conference	23 Fee	\$500.00	100.0000	\$11,500.00	\$9,775.00	\$1,725.00	\$0.00
Utilities	1 Varies	\$124,000.00	100.0000	\$124,000.00	\$105,400.00	\$18,600.00	\$0.00
Commercial Vehicle Safety Alliance Participation	1 Annual Membership Du	\$16,600.00	100.0000	\$16,600.00	\$14,110.00	\$2,490.00	\$0.00
CVSA Inspection Decals	50000 Decal	\$0.28	100.0000	\$14,000.00	\$11,900.00	\$2,100.00	\$0.00
Registration Fees MCSAP	21 Fee	\$500.00	100.0000	\$10,500.00	\$8,925.00	\$1,575.00	\$0.00
Registration Fees DIAP	6 Fee	\$1,000.00	100.0000	\$6,000.00	\$5,100.00	\$900.00	\$0.00
Cellular Phone Service Contracts	106 Contract	\$591.00	100.0000	\$62,646.00	\$53,249.10	\$9,396.90	\$0.00
Cellular Air Card Contracts	55 Contract	\$519.00	100.0000	\$28,545.00	\$24,263.25	\$4,281.75	\$0.00
Pest Control and Other Reoccurring Maintenance Costs	1 Varies	\$12,500.00	100.0000	\$12,500.00	\$10,625.00	\$1,875.00	\$0.00
Employee Drug Testing, Background Check, Foreign Language Testing and Other Administrative Costs	64 Test	\$60.00	100.0000	\$3,840.00	\$3,264.00	\$576.00	\$0.00
Postage and Shipping	1 Varies	\$12,956.86	100.0000	\$12,956.86	\$11,013.33	\$1,943.53	\$0.00
Vehicle Maintenance Costs	1 Varies	\$54,000.00	100.0000	\$54,000.00	\$45,900.00	\$8,100.00	\$0.00
MOE State Other	1 NA	\$576,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$576,000.00
Computer Network Upgrades	1 Varies	\$78,141.07	100.0000	\$78,141.07	\$66,419.91	\$11,721.16	\$0.00
Maintenance/Improvements to Inspection Facility and CVE Office Infrastructure	2 Varies	\$40,000.00	100.0000	\$80,000.00	\$68,000.00	\$12,000.00	\$0.00
TOTAL: Other Costs				\$515,228.93	\$437,944.59	\$77,284.34	\$576,000.00

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.

Spending Plan: Other

Commercial Vehicle Safety Alliance Participation

The Department will continue to be an active member of CVSA.

Annual Membership Dues = \$16,600

CVSA Inspection Decals

50,000 decals @ 0.28 = \$14,000

Registration Fees MCSAP

for MCSAP Related Conferences

\$10,500

Registration Fees

for Outside MCSAP Related Training including (Drug Interdiction Assistance Program) DIAP

\$6,000

Cellular Phone Service Contracts

To conduct MCSAP work related activities

106 contracts at \$591 = \$ 62,646

Cellular Air Card Contracts

To conduct MCSAP work related activities

55 contracts at \$519 = \$ 28,545

Pest Control and Other Reoccurring Maintenance Costs

For facilities used to office MCSAP funded employees

\$12,500

Employee Drug Testing, Background Check, Foreign Language Testing and Other Administrative Costs

For MCSAP funded employees

64 @ \$60 = \$ 3,840

Postage and Shipping

for the Motor Carrier Bureau to mail compliance review and other MCSAP related correspondence

\$12,956.86

Vehicle Maintenance Costs

For commissioned personnel assigned vehicles to include service, inspection, periodic replacement or brakes, tires, belts, hoses and other permissible essentials. Cost estimated based on previous years.

\$54,000

Registration Fees

For State CVM Conference related educational events - (TXTA Conferences, State Challenge, Other)

\$11,500

Utilities

To include including electric, water, wastewater, internet, janitorial and other ongoing costs at Border Safety Inspection Facilities, Devine weigh strip facility along IH-35 crash corridor and MCSAP training classroom at Austin. Cost estimated based on previous years.

\$124,000

Computer Network Upgrades

At CVE Offices and Inspection Facilities

\$78,141.07

Maintenance/Improvements to Inspection Facility and CVE Office Infrastructure

To include Ceilings, Floors, HVAC and Similar as Necessary

\$80,000

Allocated Budget = \$515,228.93

9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$30,478,798.00	\$5,374,393.00	\$35,853,191.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$5,374,393.00
MOE Baseline:	\$8,268,560.93

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Non-Commissioned Inspection Hours	\$1,996,650.00	\$352,350.00	\$2,349,000.00	\$0.00
CMV Traffic Enforcement Hours	\$296,565.00	\$52,335.00	\$348,900.00	\$0.00
Compliance Review Hours	\$491,725.00	\$86,775.00	\$578,500.00	\$0.00
Administrative Assistants	\$466,516.99	\$82,326.53	\$548,843.52	\$0.00
Fiscal Affairs Administrators	\$101,693.18	\$17,945.86	\$119,639.04	\$0.00
Compliance Audit Section Negotiator	\$35,589.84	\$6,280.56	\$41,870.40	\$0.00
New Entrant Audit Section Evaluators	\$116,626.80	\$20,581.20	\$137,208.00	\$0.00
Database Administrator B26	\$64,589.97	\$11,398.23	\$75,988.20	\$0.00
Database Administrator B20	\$78,688.10	\$13,886.14	\$92,574.24	\$0.00
Programmer V	\$86,138.80	\$15,200.96	\$101,339.76	\$0.00
Programmer IV	\$76,766.42	\$13,547.02	\$90,313.44	\$0.00
New Entrant Audit Hours	\$118,203.13	\$20,859.37	\$139,062.50	\$0.00
Out-of-Service Verification Hours	\$29,656.50	\$5,233.50	\$34,890.00	\$0.00
Train-the-Trainer Hours	\$35,587.80	\$6,280.20	\$41,868.00	\$0.00
Commissioned CVE Troopers	\$3,638,928.13	\$642,163.79	\$4,281,091.92	\$0.00
Civilian CVE Inspectors	\$3,876,163.20	\$684,028.80	\$4,560,192.00	\$0.00
Civilian CR/NE Investigators	\$904,913.20	\$159,690.56	\$1,064,603.76	\$0.00
Commissioned CVE Line Sergeants	\$1,163,787.97	\$205,374.35	\$1,369,162.32	\$0.00
Commissioned CVE Line Lieutenants	\$379,440.00	\$66,960.00	\$446,400.00	\$0.00
Commissioned CVE Line Captains	\$188,472.13	\$33,259.79	\$221,731.92	\$0.00
Assistant State Commercial Vehicle Safety Coordinator	\$94,236.07	\$16,629.89	\$110,865.96	\$0.00
NE/CR Program Coordinator	\$151,765.12	\$26,782.08	\$178,547.20	\$0.00
NAS (Part A) Training Hrs	\$213,526.80	\$37,681.20	\$251,208.00	\$0.00
NAS (Part B) Training Hrs	\$213,526.80	\$37,681.20	\$251,208.00	\$0.00
General Hazardous Materials Training Hrs	\$177,939.00	\$31,401.00	\$209,340.00	\$0.00
Cargo Tank Inspection Training Hrs	\$124,557.30	\$21,980.70	\$146,538.00	\$0.00
Other Bulk Packaging Training Hrs	\$74,734.38	\$13,188.42	\$87,922.80	\$0.00
Compliance Review Training Hrs	\$72,624.00	\$12,816.00	\$85,440.00	\$0.00
Passenger Vehicle Training Hrs	\$51,246.43	\$9,043.49	\$60,289.92	\$0.00
Comm CVE Trainers	\$342,290.58	\$60,404.22	\$402,694.80	\$0.00
Commissioned Officer Inspection Hours	\$3,217,730.25	\$567,834.75	\$3,785,565.00	\$0.00
MOE State Personnel	\$0.00	\$0.00	\$0.00	\$19,035,000.00
Salary Subtotal	\$18,880,878.89	\$3,331,919.81	\$22,212,798.70	\$19,035,000.00
Overtime for all Positions	\$1,822,595.82	\$317,416.15	\$2,140,011.97	\$0.00
Overtime subtotal	\$1,822,595.82	\$317,416.15	\$2,140,011.97	\$0.00
Personnel total	\$20,703,474.71	\$3,649,335.96	\$24,352,810.67	\$19,035,000.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
All Positions and Hours Billed	\$6,630,964.67	\$1,170,170.23	\$7,801,134.90	\$0.00
Fringe Benefits total	\$6,630,964.67	\$1,170,170.23	\$7,801,134.90	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
North American Standard (Part A) School	\$34,680.00	\$6,120.00	\$40,800.00	\$0.00
North American Standard (Part B) School	\$34,680.00	\$6,120.00	\$40,800.00	\$0.00
General Hazardous Materials School	\$28,900.00	\$5,100.00	\$34,000.00	\$0.00
Cargo Tank Inspection School	\$28,900.00	\$5,100.00	\$34,000.00	\$0.00
Other Bulk Packaging School	\$11,560.00	\$2,040.00	\$13,600.00	\$0.00
Compliance Review Investigator School	\$14,450.00	\$2,550.00	\$17,000.00	\$0.00
New Entrant Audit Training	\$14,450.00	\$2,550.00	\$17,000.00	\$0.00
Passenger Vehicle Inspection School	\$6,893.50	\$1,216.50	\$8,110.00	\$0.00
NAS for HP – Part B School Only	\$17,340.00	\$3,060.00	\$20,400.00	\$0.00
Intrastate Motor Carrier Safety School "Texas Part C"	\$408.00	\$72.00	\$480.00	\$0.00
NAS Level I Annual Recertification School	\$57,800.00	\$10,200.00	\$68,000.00	\$0.00
Level VI Certification School	\$1,387.20	\$244.80	\$1,632.00	\$0.00
NAS Level VI Annual Recertification School	\$346.80	\$61.20	\$408.00	\$0.00
CVSA Workshop OOS	\$10,200.00	\$1,800.00	\$12,000.00	\$0.00
CVSA Annual Conference OOS	\$10,200.00	\$1,800.00	\$12,000.00	\$0.00
North American Inspectors Championship	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
COHMED Conference OOS	\$6,800.00	\$1,200.00	\$8,000.00	\$0.00
Roadcheck 2018 Enforcement	\$26,010.00	\$4,590.00	\$30,600.00	\$0.00
Interdiction Training Travel (DIAP) OOS	\$13,600.00	\$2,400.00	\$16,000.00	\$0.00
Intrastate Instructor Travel	\$13,600.00	\$2,400.00	\$16,000.00	\$0.00
Compliance Review Related Travel	\$42,500.00	\$7,500.00	\$50,000.00	\$0.00
New Entrant Audit Related Travel	\$42,500.00	\$7,500.00	\$50,000.00	\$0.00
Miscellaneous MCSAP Operations Related Travel	\$59,500.00	\$10,500.00	\$70,000.00	\$0.00
IH-35 Task Force	\$13,872.00	\$2,448.00	\$16,320.00	\$0.00
District Task Force Operations	\$36,992.00	\$6,528.00	\$43,520.00	\$0.00
MOE State Travel	\$0.00	\$0.00	\$0.00	\$194,000.00
Travel total	\$536,069.50	\$94,600.50	\$630,670.00	\$194,000.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Patrol Vehicles	\$231,236.55	\$40,806.45	\$272,043.00	\$0.00
Patrol Vehicle Make Ready Equipment	\$151,171.65	\$26,677.35	\$177,849.00	\$0.00
Supervisory Vehicles	\$77,078.85	\$13,602.15	\$90,681.00	\$0.00
Supervisory Vehicle Make Ready Equipment	\$24,265.80	\$4,282.20	\$28,548.00	\$0.00
Scale Calibration Press	\$43,943.30	\$7,754.70	\$51,698.00	\$0.00
Bus Ramps	\$10,200.00	\$1,800.00	\$12,000.00	\$0.00
MOE State Equipment	\$0.00	\$0.00	\$0.00	\$520,000.00
Portable Inspection Trailer	\$21,250.00	\$3,750.00	\$25,000.00	\$0.00
Equipment total	\$559,146.15	\$98,672.85	\$657,819.00	\$520,000.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Ammunition and Firearms Supplies	\$12,257.00	\$2,163.00	\$14,420.00	\$0.00
Vehicle Fuel	\$188,062.50	\$33,187.50	\$221,250.00	\$0.00
Uniforms Commissioned	\$30,642.50	\$5,407.50	\$36,050.00	\$0.00
Uniforms for Non-commissioned	\$18,168.75	\$3,206.25	\$21,375.00	\$0.00
Educational Handouts (Public Education)	\$6,800.00	\$1,200.00	\$8,000.00	\$0.00
Mobile Laptop Computers	\$52,020.00	\$9,180.00	\$61,200.00	\$0.00
Desktop Computers with Flat Panel Monitors	\$48,875.00	\$8,625.00	\$57,500.00	\$0.00
Tablet Computers	\$13,812.50	\$2,437.50	\$16,250.00	\$0.00
Federal Motor Carrier Safety Regulations	\$14,726.25	\$2,598.75	\$17,325.00	\$0.00
Federal Hazardous Material Regulations	\$20,453.13	\$3,609.37	\$24,062.50	\$0.00
DVD-RW's	\$23,460.00	\$4,140.00	\$27,600.00	\$0.00
Cargo Seals – High and Standard Security	\$13,387.50	\$2,362.50	\$15,750.00	\$0.00
Televisions	\$1,428.00	\$252.00	\$1,680.00	\$0.00
Digital Cameras with Data Cards	\$15,746.25	\$2,778.75	\$18,525.00	\$0.00
Out of Service Stickers	\$3,187.50	\$562.50	\$3,750.00	\$0.00
Portable Document Scanners	\$51,000.00	\$9,000.00	\$60,000.00	\$0.00
Maintenance Items for Portable Printers	\$58,650.00	\$10,350.00	\$69,000.00	\$0.00
Training Supplies	\$12,750.00	\$2,250.00	\$15,000.00	\$0.00
Haenni Portable Scales	\$50,949.00	\$8,991.00	\$59,940.00	\$0.00
Radar Detector Detectors	\$60,775.00	\$10,725.00	\$71,500.00	\$0.00
Bolt Cutters	\$3,612.50	\$637.50	\$4,250.00	\$0.00
Portable Breath Testers	\$14,025.00	\$2,475.00	\$16,500.00	\$0.00
Wheel Chocks	\$1,317.50	\$232.50	\$1,550.00	\$0.00
Inspection Creepers	\$9,562.50	\$1,687.50	\$11,250.00	\$0.00
Speed Detection Equipment (Radar, LIDAR)	\$105,187.50	\$18,562.50	\$123,750.00	\$0.00
Other Inspection Related Tools and Supplies	\$23,757.50	\$4,192.50	\$27,950.00	\$0.00
Gloves – High Quality	\$22,610.00	\$3,990.00	\$26,600.00	\$0.00
State Challenge Inspection Competition Supplies	\$12,750.00	\$2,250.00	\$15,000.00	\$0.00
CVSA Out-of-Service Criteria Pictorial Handbooks	\$18,360.00	\$3,240.00	\$21,600.00	\$0.00
Office Supplies, Basic Tools and Furniture	\$23,757.50	\$4,192.50	\$27,950.00	\$0.00
Other Essential Software Licenses	\$47,515.00	\$8,385.00	\$55,900.00	\$0.00
Adobe Professional Software Licenses	\$38,250.00	\$6,750.00	\$45,000.00	\$0.00
Magnetic Strip Readers	\$11,220.00	\$1,980.00	\$13,200.00	\$0.00
Safety Glasses	\$4,972.50	\$877.50	\$5,850.00	\$0.00
USB Flash Drives	\$1,636.25	\$288.75	\$1,925.00	\$0.00
GPS Vehicle Navigation Systems	\$1,806.25	\$318.75	\$2,125.00	\$0.00
Mobile Thermal Printers	\$89,547.50	\$15,802.50	\$105,350.00	\$0.00
Thermal Paper	\$2,550.00	\$450.00	\$3,000.00	\$0.00
MOE State Supplies	\$0.00	\$0.00	\$0.00	\$1,624,000.00
Cordless Portable Lighting Systems	\$4,420.00	\$780.00	\$5,200.00	\$0.00
Supplies total	\$1,134,008.38	\$200,119.12	\$1,334,127.50	\$1,624,000.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Lease of Portable Modular Building at Austin	\$73,440.00	\$12,960.00	\$86,400.00	\$0.00
Lease of Portable Modular Buildings at Border Sites	\$141,100.00	\$24,900.00	\$166,000.00	\$0.00
Lease of Office Facilities in Laredo	\$9,605.00	\$1,695.00	\$11,300.00	\$0.00
License Plate Reader Maintenance Agreements	\$28,050.00	\$4,950.00	\$33,000.00	\$0.00
Replacement Set Up and Lease of New Portable Building Inspection Facility	\$105,825.00	\$18,675.00	\$124,500.00	\$0.00
Set Up and Lease of New Portable Modular Building at Austin	\$119,170.00	\$21,030.00	\$140,200.00	\$0.00
Contractual and Subaward total	\$477,190.00	\$84,210.00	\$561,400.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Registration Fees State CMV Conference	\$9,775.00	\$1,725.00	\$11,500.00	\$0.00
Utilities	\$105,400.00	\$18,600.00	\$124,000.00	\$0.00
Commercial Vehicle Safety Alliance Participation	\$14,110.00	\$2,490.00	\$16,600.00	\$0.00
CVSA Inspection Decals	\$11,900.00	\$2,100.00	\$14,000.00	\$0.00
Registration Fees MCSAP	\$8,925.00	\$1,575.00	\$10,500.00	\$0.00
Registration Fees DIAP	\$5,100.00	\$900.00	\$6,000.00	\$0.00
Cellular Phone Service Contracts	\$53,249.10	\$9,396.90	\$62,646.00	\$0.00
Cellular Air Card Contracts	\$24,263.25	\$4,281.75	\$28,545.00	\$0.00
Pest Control and Other Reoccurring Maintenance Costs	\$10,625.00	\$1,875.00	\$12,500.00	\$0.00
Employee Drug Testing, Background Check, Foreign Language Testing and Other Administrative Costs	\$3,264.00	\$576.00	\$3,840.00	\$0.00
Postage and Shipping	\$11,013.33	\$1,943.53	\$12,956.86	\$0.00
Vehicle Maintenance Costs	\$45,900.00	\$8,100.00	\$54,000.00	\$0.00
MOE State Other	\$0.00	\$0.00	\$0.00	\$576,000.00
Computer Network Upgrades	\$66,419.91	\$11,721.16	\$78,141.07	\$0.00
Maintenance/Improvements to Inspection Facility and CVE Office Infrastructure	\$68,000.00	\$12,000.00	\$80,000.00	\$0.00
Other Costs total	\$437,944.59	\$77,284.34	\$515,228.93	\$576,000.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$30,478,798.00	\$5,374,393.00	\$35,853,191.00	\$21,949,000.00
Total Costs Budgeted	\$30,478,798.00	\$5,374,393.00	\$35,853,191.00	\$21,949,000.00

10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **"Overtime subtotal"** line.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$30,478,798.00	\$5,374,393.00	\$35,853,191.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$5,374,393.00
MOE Baseline:	\$8,268,560.93

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$18,880,878.89	\$3,331,919.81	\$22,212,798.70	\$19,035,000.00
Overtime Subtotal	\$1,822,595.82	\$317,416.15	\$2,140,011.97	\$0.00
Personnel Total	\$20,703,474.71	\$3,649,335.96	\$24,352,810.67	\$19,035,000.00
Fringe Benefits Total	\$6,630,964.67	\$1,170,170.23	\$7,801,134.90	\$0.00
Travel Total	\$536,069.50	\$94,600.50	\$630,670.00	\$194,000.00
Equipment Total	\$559,146.15	\$98,672.85	\$657,819.00	\$520,000.00
Supplies Total	\$1,134,008.38	\$200,119.12	\$1,334,127.50	\$1,624,000.00
Contractual and Subaward Total	\$477,190.00	\$84,210.00	\$561,400.00	\$0.00
Other Costs Total	\$437,944.59	\$77,284.34	\$515,228.93	\$576,000.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$30,478,798.00	\$5,374,393.00	\$35,853,191.00	\$21,949,000.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$30,478,798.00	\$5,374,393.00	\$35,853,191.00	\$21,949,000.00

Part 5 - Certifications and Documents

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Steven McCraw
2. What is this person's title? Director, Texas Department of Public Safety
3. Who is your Governor's highway safety representative? James M. Bass
4. What is this person's title? Director, Texas Department of Transportation

The State affirmatively accepts the State certification declaration written below by selecting 'yes'.

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

State Certification declaration:

I, Steven McCraw, Director, Texas Department of Public Safety, on behalf of the State of TEXAS, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

NA

2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Major Chris Nordloh
2. What is the title of your certifying State official? State Commercial Vehicle Enforcement Coordinator
3. What are the phone # and email address of your State official? Building G Annex 5805 North Lamar Blvd Austin, TX 78773-0500

The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

I, Major Chris Nordloh, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.
NA

3 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

☒ Yes ☐ No

In the table below, please provide the bill number and effective date of any new legislation. Include the code section which was changed because of the bill and provide a brief description of the legislation. Please include a statute number, hyperlink or URL, in the summary. Do NOT include the actual text of the Bill as that can be very lengthy.

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
HB 3254	01/01/2018	Texas Transportation Code	HB 3254 amends current law relating to the regulation of a motor carrier and the enforcement of motor carrier regulations, and authorizes the imposition of a fee.
SB 1383	01/01/2018	Texas Transportation Code	SB 1383 amends current law relating to the operation of vehicles transporting fluid milk; authorizing a fee.
SB 1524	01/01/2018	Texas Transportation Code	SB 1524 relating to the movement of certain vehicles, including vehicles transporting an intermodal shipping container; authorizing a fee; creating an offense.

Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?

☒ Yes ☐ No

In the table below, provide the section changed and the effective date of the administrative change or policy adoption. Include a brief description of the policy or action. Please include a hyperlink or URL, in the summary if available.

Administrative and Policy Adoption		
Section Changed	Effective Date	Summary of Changes
Texas DPS Administrative Code	12/19/2019	Texas will update its hours of service code to require intrastate truckers to use electronic logging devices to record duty status.