

eCVSP

FLORIDA

Commercial Vehicle Safety Plan

Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program

Fiscal Years 2021 - 2023

Date of Approval: June 17, 2021

FINAL CVSP



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Part 1 - MCSAP Overview

Part 1 Section 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 350.209](#), [350.211](#) and [350.213](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date 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 or annual update each year to receive MCSAP funds.

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 (FY 2021 - 2023)
- Part 2: Crash Reduction and National Program Elements (FY 2021 - 2023)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2021 - 2023)
- Part 4: Financial Information (FY 2021)
- Part 5: Certifications and Documents (FY 2021)

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 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.

REMINDERS FOR FY 2021:

Multi-Year plans—All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate any updates for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2020 plans. States must carefully review and update this information to reflect FY 2021 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2021 update). Include descriptions of the changes to your program, including how data tables were modified.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized

individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 2 - Mission/Goal Statement**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.*

Within the Florida Highway Patrol (FHP) resides the Office of Commercial Vehicle Enforcement (OCVE). The OCVE is the Governor's designated lead agency responsible for commercial vehicle enforcement operations for the State of Florida. Along with the other members of FHP, our mission is to promote a safe and secure Florida through professional law enforcement and traffic safety awareness. Our values are Courtesy, Service, and Protection. These simple core values provide the foundation for our troopers to provide the highest level of professional law enforcement services to the citizens and visitors of Florida. In an effort to enhance the safety on Florida roadways, OCVE's primary goals are as follows:

- . Reduce the number and severity of commercial motor vehicle (CMV) related crashes to lessen the impacts of closed roadways, reduce property damage, and reduce injuries and fatalities.
- . Protect Florida's highway and bridge infrastructure from accelerated damage.
- . Remove dangerous motor carriers, drivers, and vehicles from our highways.

The OCVE also has a well-established and diverse Local Agents Program. These agents function in the same capacity of a FHP/OCVE trooper. The agent members include the Collier County Sheriff's Office and Palm Beach County Sheriff's Office. These agents function as force multipliers in support of the FHP/OCVE's commercial vehicle enforcement safety mission.

Part 1 Section 3 - MCSAP Structure Explanation**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 OCVE maintains a comprehensive CMV enforcement program with 278 positions primarily assigned to the MCSAP Basic & Incentive program. Of these positions, 255 members are sworn law enforcement officers and 23 members are civilian investigators, administrative support, or managerial staff.

The goals and objectives of the program are accomplished through highly trained and professional members providing aggressive enforcement and education programs focused on commercial motor vehicle safety. Troopers conduct driver and vehicle safety inspections; post crash inspections; weights and dimensions enforcement, vehicle registration enforcement; traffic law enforcement; compliance investigations and New Entrant Safety Audits; contraband interdiction, Security Contact Review (SCR) visits to Hazardous Material (HM) carriers as well as other designated "at risk" carriers; and public awareness education by use of the No Zone campaign, Share the Road Safely, and other industry outreach methods. OCVE partners with other southeastern MCSAP lead agencies in the Safe DRIVE initiative by conducting quarterly CMV safety enforcement initiatives to reduce CMV crashes and promote CMV safety. OCVE works cooperatively with partners such as the Florida Department of Transportation (FDOT) to utilize technology such tire pressure and brake temperature monitoring systems and virtual weigh in motion sites to identify and remove dangerous vehicles from roadways, OCVE also works closely with the FTA to promote education efforts and CMV safety initiatives.

All OCVE troopers are trained and certified to conduct Commercial Vehicle Safety Alliance (CVSA) Level I-VII inspections. 213 troopers maintain Hazardous Materials certification, 113 hold Passenger Carrier (PC) certification, and 9 are trained to conduct Level VI radiological inspections.

Additionally, there are 8 local law enforcement officers participating in the Local Agents Program who are certified to conduct CVSA Levels I-V and VII inspections.

Organizationally, the OCVE is aligned with two operational troops comprised of a total of 12 sub-district offices, and Compliance Investigations and Hazardous Materials enforcement units. Members have access to over 20 (FDOT) fixed scale facilities strategically located throughout the state equipped with inspection pits and comfort stations. These FDOT facilities were also designed to maximize truck parking availability to provide as much opportunity as possible for truck drivers to take driving breaks and to rest while traveling on Florida's highways and to provide a safe location for OCVE members to conduct CMV safety inspections. Troopers have been trained to conduct roadside inspections in areas where their safety will not be in jeopardy by instructing drivers to proceed to a location that provides a better level of safety.

Part 1 Section 4 - MCSAP Structure

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:	FLORIDA HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	278
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	255
Traffic Enforcement Activities	255
Investigations *	28
Public Education and Awareness	255
Data Collection and Reporting	5
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations *	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	2
Total # of MCSAP Participating Personnel:	8

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2021 - 2023 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.

Part 2 Section 2 - CMV Crash Reduction

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 2015 - 2019

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 # Fatalities

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			
01/01/2019	12/31/2019	292	224	292
01/01/2018	12/31/2018	333	226	333
01/01/2017	12/31/2017	327	245	327
01/01/2016	12/31/2016	340	245	340
01/01/2015	12/31/2015	303	238	303

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 # Fatalities

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			
01/01/2019	12/31/2019	16	25	16
01/01/2018	12/31/2018	14	26	14
01/01/2017	12/31/2017	19	26	19
01/01/2016	12/31/2016	28	26	28
01/01/2015	12/31/2015	29	22	29

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: Other

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

CY2016: # Fatalities; All other years: # HM Inspections

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	12	7200	7753
01/01/2018	12/31/2018	7	7200	7248
01/01/2017	12/31/2017	13	7200	7652
01/01/2016	12/31/2016	13	5	13
01/01/2015	12/31/2015	9	7158	8655

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

Data Sources: A&I Online State Crash Records Download as of 4/24/2020; Safetynet database as of 6/9/2020.

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

The OCVE has recognized three primary challenges concerning the goals for reducing overall traffic crashes resulting in fatalities. These challenges include trends of contributory events in relation to specific high crash locations, increased road usage and congestion of transportation systems, and public education of commercial motor vehicle operations.

Although the OCVE has a comprehensive commercial motor vehicle safety enforcement program, we have recognized that multiple studies show driver behavior as being a primary factor in commercial motor vehicle related crashes that lead to injuries and fatalities. Subsequently, the OCVE has responded with increased traffic enforcement efforts that have focused on dangerous driving behaviors such as , aggressive and careless driving, distracted driving, fatigued driving, speeding, and impaired driving through special operations incorporating Level III inspections. One of the primary challenges has been to identify specific details related to primary violations occurring, such as day of week, date, time, and locations where serious crashes are frequently occurring. The OCVE has utilized a combination of historical knowledge, citizen complaints, and data driven programs such as the Data Driven Approaches to Crime & Traffic Safety (DDACTS), Signal 4 Analytics and FHP's Arrive Alive programs to maximize available resources to proactively concentrate enforcement efforts on contributory violations identified in relation to the specific high crash areas (e.g., speeding and following too closely on the interstate).

The OCVE has continued to observe increased congestion along arterial roadways where most enforcement is conducted. One of our primary considerations while conducting roadside enforcement is to ensure the safety of our members and the motoring public, as many motorists have demonstrated they become distracted by police action on the roadside.

Particularly in highly urbanized areas, the OCVE has worked with the Department of Transportation to construct roadside pull-off areas along the interstate. Additionally, members have historically been instructed to transition traffic stops to safe locations to conduct roadside enforcement.

Many from the general public have misconceptions regarding the necessity and capabilities of commercial motor vehicle operations. While often seen as a nuisance on the roadway, commercial motor vehicles have continued to be essential for a strong economy. Drivers operating in proximity to property and passenger carriers have frequently demonstrated a disregard or lack of education for blind spots, stopping capabilities, and tracking capabilities of commercial motor vehicles. The OCVE has actively sponsored and/or participated in public awareness programs such as Arrive Alive, Safe DRIVE, No-Zone, Teens and Trucks, CVSA's Operation Safe Drive, Brake Safety Awareness Week, and Roadcheck. Outreach sources including public speaking, media interviews, public service ads, billboards, dynamic message boards, digital advertising, and electronic social networking applications have been utilized during these campaigns to educate the public about the value of the transportation industry and citizen safety in relation to commercial motor vehicle operations.

Narrative Overview for FY 2021 - 2023

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 average number of statewide CMV related fatalities for calendar years 2015-2019 is 348 (baseline) per year as reported on A&I Online. The State has identified the top ten counties that alone averaged 49% of all CMV-related fatalities during the five-year period.

CY 2015-2019	
CMV Related Fatalities	

County	Average Fatalities/Year
Miami-Dade	25
Polk	21
Hillsborough	20
Palm Beach	19
Orange	18
Broward	16
Duval	15
Marion	13
Alachua	12
Lee	10

Enter the data source and capture date:

A&I Online State Crash Records Download as of 4/24/2020.

Projected Goal for FY 2021 - 2023:

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
2021	1
2022	1
2023	1

The State's crash reduction goal is to reduce CMV-related fatalities by 1% each year, or 3% by 2020. Baseline: 348 fatalities. 2021 goal: <345 fatalities; 2022 goal: <341 fatalities; 2023 goal: <338 fatalities.

Program Activities for FY 2021 - 2023: 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.

During normal and overtime hours, the OCVE will utilize patrol vehicles to concentrate enforcement efforts in high crash corridors within each sub-district. Each quarter, crash data will be utilized to identify current hot spots within each of these corridors in order to determine where enforcement efforts will be most effective. In addition to hot spots, special attention will be given to work zone areas. Enforcement will take place within work zones and the congested areas immediately before and after work zones.

Throughout the course of the year, up to 178 troopers will be assigned to the high crash corridors for a minimum of 8,000 combined enforcement hours with 7,200 contacts and 7,200 inspections annually.

Miami-Dade	SR 826: Pinecrest to Golden Glades Interchange.
Polk	I-4: Hillsborough County Line to Osceola County Line
Hillsborough	I-4: From I-275 to Polk County Line
	I-75: Manatee County Line to Pasco County Line
Palm Beach	I-95: Broward County Line to CR 708 in Martin County
Orange	Turnpike: Osceola County Line to Lake County Line

Broward	I-95: Miami-Dade County Line to Palm Beach County Line
Duval	I-95: FL/GA State Line to St. Johns/Flagler County Line
	I-10: Baker County Line to I-10/I-95 interchange
	I-295: I-95 North to I-95 South
	US-301: I-10 to County Lineay County Line
Marion	US-17: FL/GA State Line to County Line
	I-75: Sumter County Line to SR 326
Alachua	I-75: from Marion County Line to Columbia County Line
	US 301: from Hawthorne to Waldo
Lee	I-75: Collier County Line to Charlotte County Line

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.

Monthly review of Safetynet, A&I, and agency project activity reports to determine actual activity hours, number of contacts, number of violations, and type of violations captured. Supervisors will adjust work schedules to ensure satisfactory progress toward the goals of enforcement hours, contacts, and inspections.

Analysts will identify the number of injuries and fatalities in each hot spot prior to enforcement and compare the same data each quarter to determine the impact of enforcement efforts. Supervisors will adjust activities in enforcement locations within the designated corridors as necessary. A&I will be reviewed at the end of the grant period to determine if the overall CMV-related fatality reduction objective is being attained.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State’s roadside inspection program, and projected goals for FY 2021 - 2023.

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 2015 - 2019

Inspection Types	2015	2016	2017	2018	2019
Level 1: Full	17670	16892	18281	17659	22756
Level 2: Walk-Around	45636	44824	46168	42704	46893
Level 3: Driver-Only	39995	49014	47903	41639	39782
Level 4: Special Inspections	24	33	12	34	8
Level 5: Vehicle-Only	483	498	556	355	344
Level 6: Radioactive Materials	0	1	0	0	0
Total	103808	111262	112920	102391	109783

Narrative Overview for FY 2021 - 2023

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.

Improvement of overall CMV safety is expected by performing 100,000 driver/vehicle safety inspections during the grant year. Driver focus will continue with 35.4%, or 35,400, Level III inspections. Fixed inspection facilities are utilized to focus on Level I inspections due to safety concerns. DDACTS will be utilized to determine work zones and schedules. Please refer to the CMV Crash Reduction objective for further details pertaining to our general roadside inspection goals.

Projected Goals for FY 2021 - 2023

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2021 - 2023. For FY 2021, 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: FLORIDA HIGHWAY PATROL

Enter the total number of certified personnel in the Lead agency: 255

Projected Goals for FY 2021 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	23848	1872	442	26162	26.37%
Level 2: Walk-Around	34510	2767	653	37930	38.24%
Level 3: Driver-Only	31789	2549	602	34940	35.22%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	153	12	3	168	0.17%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	90300	7200	1700	99200	

MCSAP subrecipient agency

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

Subrecipient is:

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2021 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	2
Enter the total number of non-funded certified officers:	8
Enter the total number of inspections projected for FY 2021:	800

Summary

Projected Goals for FY 2021 - Roadside Inspections Summary

Projected Goals for FY 2021 Summary for All Agencies					
MCSAP Lead Agency: FLORIDA HIGHWAY PATROL					
# certified personnel: 255					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 2					
# certified personnel: 8					
# projected inspections: 800					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	23848	1872	442	26162	26.37%
Level 2: Walk-Around	34510	2767	653	37930	38.24%
Level 3: Driver-Only	31789	2549	602	34940	35.22%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	153	12	3	168	0.17%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	90300	7200	1700	99200	

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.

Note: States in Year 2 or Year 3 of a multi-year plan cannot edit the table shown below. It should be used as a reference.

Projected Goals for FY 2022 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	99200	0	800	100000
Enter total number of certified personnel	255	0	8	263
Projected Goals for FY 2023 Roadside Inspections				
Enter total number of projected inspections	99200	0	800	100000
Enter total number of certified personnel	255	0	8	263

Part 2 Section 4 - Investigations

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 2015 - 2019

Investigative Types - Interstate	2015	2016	2017	2018	2019
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	39	52	24	31	16
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	39	52	24	31	16
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2015	2016	2017	2018	2019
Compliance Investigations					
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	39	9	23	18	7
CSA Off-Site	0	0	0	0	1
CSA On-Site Focused/Focused CR	4	4	10	36	34
CSA On-Site Comprehensive	104	143	174	179	219
Total Investigations	147	156	207	233	261
Total Security Contact Reviews	4	2	4	7	3
Total Terminal Investigations	3	5	6	3	1

Narrative Overview for FY 2021 - 2023

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 2021 - 2023

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2021 - 2023.

Projected Goals for FY 2021 - 2023 - Investigations						
Investigation Type	FY 2021		FY 2022		FY 2023	
	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	240	0	240	0	240
CSA Off-Site	5	0	5	0	5	0
CSA On-Site Focused/Focused CR	20	0	20	0	20	0
CSA On-Site Comprehensive	5	0	5	0	5	0
Total Investigations	30	240	30	240	30	240
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.

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

The OCVE’s Compliance Investigation Unit (OCVE-CIU) contributes to the primary mission of reducing the number and severity of commercial motor vehicle traffic crashes by providing education and enforcement to principals directly involved in the safety fitness of commercial motor vehicle operations.

The CIU utilizes most recent metrics provided by the FMCSA Portal, crash data, and similar factors to assign resources based on risk associated with commercial vehicle operations behavior.

CIU Sergeants will coordinate with FMCSA prior to initiating a compliance investigation on an Interstate motor carrier, or Intrastate motor carriers of placardable amounts of hazardous materials, passengers or household goods.

Intrastate motor carriers, except (1)(b) below, will be selected for compliance investigations based on the following criteria:

- 1) Just Cause in Order of Priority will be based on any single criterion or combination of criteria. Criteria 1-4 will be given the highest priority.
 - a. High Risk Motor Carriers.
 - b. Mandatory Compliance Investigations for new entrant motor carriers.
 - c. Significant crashes and CMV traffic crashes involving a fatality where the post-crash inspection demonstrates that a compliance investigation is warranted.
 - d. Complaints on motor carriers assigned by the Compliance Investigation Commander or higher authority
 - e. Enforcement follow-up (between 90 and 365 days from initial investigation) with manager approval.
 - f. Traffic crash involving a fatality or serious bodily injuries and the CMV driver is at fault or when defective equipment on the CMV was a causative factor.

- g. Complaints from the public of a non-frivolous nature received on a motor carrier that can be supported by Behavior Analysis and Safety Improvement Categories (BASICs), or other independent methods as determined by the CIU Commander or designee.
 - h. Moderate Risk motor carriers.
 - i. Significant hazardous material incident.
 - j. Traffic crashes involving a fatality or serious bodily injuries and the CMV driver is not at fault and the motor carrier currently exceeds threshold for one or more BASICs for Crash, Unsafe Driving, Hours of Service, Vehicle Maintenance, or Passenger Carrier Crashes involving injuries.
 - k. Non-compliance with insurance requirements.
 - l. Risk motor carriers.
 - m. Carriers with acute and/or critical violations discovered within the previous 12 months.
- 2) Lists of identified carriers will be prioritized through ACE. Compliance Investigation Commander or designee will be responsible for reviewing the list of motor carriers and assigning compliance investigation members to conduct compliance investigations based on the priorities listed above.
 - 3) Onsite compliance investigations should be conducted at the carrier's principal place of business. The two types of compliance investigations are comprehensive (investigation all seven BASIC's) and focused (only investigating four or fewer BASIC's as applicable, determined by the FMCSA Portal).

Due to the nature of operations involving commercial motor vehicles transporting passengers and vehicles transporting hazardous materials in cargo tanks, the CIU prioritizes educational and enforcement efforts toward those operations. Data provided in the BASICs organizes prioritization efforts and determines the appropriate level of intervention. The OCVE-CIU requires Level I or Level V inspections for passenger carrying operations pursuant to FMCSA policy MC-ECS-2014-001.

Compliance investigations are assigned to the 20 members of the CIU. These members are also responsible for conducting new entrant safety audits; therefore, scheduling and work assignments occur during regular and overtime operations and are adjusted with emerging priorities.

The CIU implemented a trainer instructor program in order to train internal CI members. Two members currently maintain National Training Center (NTC) instructor certifications in Investigative Safety Analysis and New Entrant Safety Audit for the Department. All members in the CIU maintain certification standards for CVSA Parts A and B, General Hazardous Materials, Cargo Tank, Compliance Investigation and New Entrant Safety Audit. Some members maintain the Passenger Vehicle Inspection certification, as needed by the department. The Department conducts in-service training routinely and will implement CSA phasing training as it is offered.

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.

Monthly progress will be evaluated using the CI unit's database and MCMIS reports to compare actual CIs conducted.

Using training class rosters, track the number of troopers trained in each proficiency. Use quarterly inspection activity and Safetynet reports to determine if the trooper has completed the necessary inspections required for certification.

Part 2 Section 5 - Traffic Enforcement

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 2015 - 2019

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		
01/01/2019	12/31/2019	13186	11823
01/01/2018	12/31/2018	12480	12142
01/01/2017	12/31/2017	13732	13918
01/01/2016	12/31/2016	14820	13298
01/01/2015	12/31/2015	13519	13645

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.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2019	12/31/2019	10835	20406
01/01/2018	12/31/2018	12571	25099
01/01/2017	12/31/2017	19504	27791
01/01/2016	12/31/2016	17290	24591
01/01/2015	12/31/2015	16088	24976

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

Data Source: FMCSA Safetynet Database as of 6/18/2020; FHP-CAD-ENT Mobile Forms as of 6/18/2020.

Narrative Overview for FY 2021 - 2023

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](#).

In addition to our planned routine enforcement activities described in the Crash Reduction Goal, the OCVE will use regular and overtime hours to conduct high visibility traffic enforcement waves each quarter throughout the state. These enforcement waves incorporate data driven analytics to maximize resources to conduct high visibility enforcement in high crash corridors targeting dangerous vehicle conditions and driver behaviors that contribute to serious CMV crashes to promote a safer driving environment. In addition, OCVE troopers suspend administrative duties and maximize patrol efforts in high crash and traffic areas during highly travelled holiday periods to enhance overall highway safety.

During these waves, up to 197 troopers and 34 supervisors will focus specifically on the driver behavior of CMVs and passenger vehicles around CMVs. Members will take enforcement action for violations of distracted driving; moving traffic laws/infractions; safety belt use; driver qualification and status; driver impairment; driver fatigue; and record of duty status.

Troopers will receive refresher training on eRODs and will utilize the software during all inspections on subject drivers when an ELD is present. Webservices will be generated for data transfers whenever the service is available.

The OCVE coordinates the quarterly enforcement activities with neighboring states for the purpose of conducting multi-state enforcement initiatives to promote safe CMV operation and reduce CMV related crashes. During the safety initiatives, OCVE partners with the FHP Patrol Operations Troops and uses their resources such as traditional FHP fixed-wing aircraft to conduct targeted enforcement details.

In addition, the OCVE conducts special CMV inspection details throughout the state at and around FDOT fixed scale facilities focusing on fatigued and impaired drivers, contraband interdiction, and human trafficking to promote a safer environment on Florida’s Interstate system.

Projected Goals for FY 2021 - 2023

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2021 - 2023. 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.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2004/2005 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2021	FY 2022	FY 2023
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	12000	12000	12000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	6000	6000	6000
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	4	4	4

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States 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 2021 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2021 Activities	Average 2004/05 Activities
100000	270	2000	102270	77605

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

The OCVE will track and record the number of enforcement hours, traffic stops conducted, and citations issued during each enforcement wave. Based on this information and any crash data available, the OCVE will make enforcement adjustments as necessary in an effort to achieve the enforcement objectives. For the purpose of identifying quarterly progress toward our objectives, the OCVE will conduct 4,500 traffic enforcement contacts per quarter as part of the high visibility enforcement and inspection waves.

Part 2 Section 6 - Safety Technology

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). 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.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and 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	Full Participation	No

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:

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency:

Narrative Overview for FY 2021 - 2023

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.

Program Activities for FY 2021 - 2023: Describe any actions that will be taken to implement full participation in PRISM.

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.

Part 2 Section 7 - Public Education and Outreach

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

Trend Analysis for 2015 - 2019

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

Public Education and Outreach Activities	2015	2016	2017	2018	2019
Carrier Safety Talks	1	19	16	18	9
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings	5	13	7	4	8
State-Sponsored Outreach Events					
Local Educational Safety Events	84	77	60	84	60
Teen Safety Events	88	86	98	54	42

Narrative Overview for FY 2021 - 2023

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.

In the chart above, "Carrier Safety Talks" are formal seminars open to all carriers. Carriers register in advance for these educational events that highlight specific safety topics. "Local Educational" and "Teen" safety events often include safety belt education.

Public education and awareness activities are essential in advising the general public about sharing the road safely with CMVs. These activities raise the awareness of drivers of all ages and social groups of their responsibility in sharing the road. This includes MCSAP partners at all levels and requires on-going participation.

The OCVE will conduct a minimum of the following educational outreach events:

- 12 carrier safety seminars, open to all carriers
- 30 safety belt events
- 10 state trucking association & other state sponsored events
- 25 teen & elder safety
- 25 local educational events (to include migrant worker transportation and work zone safety)

The number of troopers assigned to each event will depend upon the number of attendees. Most events do not require more than one trooper.

Public Service Announcements will also be secured using billboards, digital advertisements targeted to traffic and CMV mobile apps, broadcast/internet radio, or social media platforms to convey CMV-related safety messages.

The location and topics of focus for both in-person educational events, as well as public service announcements, will be determined using data driven factors. Regional crash data will be utilized to identify high crash areas of target groups such as prospective and elder drivers, and migrant worker transports.

Projected Goals for FY 2021 - 2023

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 2021	FY 2022	FY 2023
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	12	12	12
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	30	30	30
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	3	3	3
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	7	7	7
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	25	25	25
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	25	25	25

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.

Track the number of confirmed presentations using crowd estimates and attendee roster information on a monthly basis. Monthly reports from billboards and digital advertisements include the method of advertising, target audience, and estimated number of contacts (Eyes on Impressions, listening audience, number of "clicks", etc.).

Part 2 Section 8 - State Safety Data Quality (SSDQ)

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	No

Available data sources:

- [FMCSA website SSDQ information](#)

Enter the agency name responsible for DQ in the State, if other than the Lead MCSAP Agency:

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 2021 - 2023.

SSDQ Category	Current SSDQ Rating	Goal for FY 2021	Goal for FY 2022	Goal for FY 2023
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	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.

Data Source: A&I Online as of 4/24/2020.

Narrative Overview for FY 2021 - 2023

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.).

Program Activities FY 2021 - 2023: Describe activities that will be taken to maintain a “Good” overall SSDQ rating. These activities should include all measures listed in the table above. Also, describe program activities to achieve a “Good” rating for all SSDQ measures based upon the Problem Statement Narrative including measurable milestones.

Florida remains in the Green/Good category across all ratings. The OCVE will continue to utilize data analysts to manually edit erroneous information contained in crash and inspection records.

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.

The OCVE will continue to utilize 3 Data Analysts to perform manual crash and inspection edits to maintain our SSDQ ratings, up to 4,200 hours annually.

Monitor A&I SSDQ ratings on a monthly basis.

Part 2 Section 9 - New Entrant Safety Audits

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP (49 CFR 350.201.) A State may conduct intrastate New Entrant safety audits at the State’s discretion if the intrastate safety audits do not negatively impact their interstate new entrant program.

Note: 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
<input checked="" type="radio"/>	<input type="radio"/>	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.
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	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 2015 - 2019

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

New Entrant Safety Audits	2015	2016	2017	2018	2019
Interstate	2532	1859	2246	2512	1876
Intrastate					
Total Audits	2532	1859	2246	2512	1876

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 2021 - 2023

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: The Statutory time limit for processing and completing interstate safety audits is: If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later, a safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Projected Goals for FY 2021 - 2023

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 2021 - 2023 - New Entrant Safety Audits						
	FY 2021		FY 2022		FY 2023	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	420	0	420	0	420	0
# of Safety Audits (Offsite)	1574	0	1574	0	1574	0
# Group Audits	6	0	6	0	6	0
TOTAL Safety Audits	2000	0	2000	0	2000	0
# of Non-Audit Resolutions	937	0	937	0	937	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.

The goal of Florida's new entrant program is to reduce the number and severity of crashes involving commercial motor vehicles by reviewing interstate carriers to ensure that they have effective safety management programs. Florida proposes to conduct 2,000 Interstate new entrant safety audits within the statutory time frames by utilizing 20 full-time and one part-time new entrant investigators supervised by one captain, one lieutenant, and three sergeants. Administrative program efforts will be conducted by one or more full-time, non-sworn staff persons.

Activity Plan for FY 2021 - 2023: 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 OCVE plans to conduct 500 safety audits each quarter (2,000 total) within the required statutory time limits, as well as six group safety audits.

Safety audits that qualify will be processed through the off-site new entrant initiative. Florida expects such participation will enhance the development of this project, which will provide another opportunity to improve efficiency within the new entrant safety audit program. Investigators will conduct on-site safety audits for those who do not qualify for off-site audits. Safety audits that require a further investigation will be reassigned as a compliance investigation.

Group safety audits will be conducted in high new entrant areas around the state as inventory dictates. Emphasis will be placed on program participants who have been in the system the longest in order to meet required statutory time limits.

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.

The OCVE's new entrant supervising sergeants will review all audit reports for quality, completeness, and accuracy throughout the month and will hold monthly unit meetings to monitor progress toward the goals. Group safety audits will be scheduled at the start of each quarter.

The supervising sergeants will use FMCSA reports to monitor the timeline requirements in order to prevent overdue carriers from appearing in the inventory. In order to remediate the existing inventory of overdue safety audits, the sergeants will follow-up with their assigned investigators weekly to ensure that overdue safety audits are completed in a timely manner and prioritized according to the length of time they have been overdue.

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 2021 - 2023).

Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities

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 IH or UNSAT/UNFIT 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 2021 - 2023

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

Projected Goals for FY 2021 - 2023: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2021	85
2022	85
2023	85

OCVE will identify a minimum of 85% of OOS imminent hazard/unfit carriers stopped during roadside inspections (baseline 50%; goal 85%).

Program Activities for FY 2021 - 2023: 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.

OCVE policy directs the utilization of Query Central, when connectivity is available, during each inspection in order to identify OOS carriers. In addition, troopers will confirm the current business address of a carrier found out of service and notification will be given to the FMCSA Division Office if the carrier's address does not match the address found in the inspection program. If connectivity is unavailable, troopers are instructed to contact their district office to check carrier status. Each office is equipped with connectivity to the Portal and sub-systems. Locally defined fields in Aspen include selections for the trooper to indicate if the carrier was found OOS and if an OOS carrier's address was confirmed.

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.

Random verification of inspections will be conducted during monthly line inspections to ensure troopers are utilizing the locally defined fields in Aspen to indicate verification of OOS carriers and confirmation of the address of OOS carriers.

Part 3 Section 2 - Passenger Carrier Enforcement

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 2021 - 2023

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

The average number of statewide CMV Passenger Carrier (PC) related fatalities as reported in the Crash Statistics Module on A&I for CY 2015 through 2019 is 21 per year (baseline).

Projected Goals for FY 2021 - 2023: 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 2021, 2022 and 2023 must also be included.

The State's crash reduction goal is to reduce PC-related fatalities by 1 each year, or 3 by 2023.

Baseline: 21 fatalities

2021 goal: <20 fatalities

2022 goal: <19 fatalities

2023 goal: <18 fatalities

Program Activities for FY 2021 - 2023: Provide additional information regarding how these activities will be implemented.

The State will conduct 1,700 PC inspections during the grant year. Currently, 113 troopers are certified to conduct PC inspections. Periodic special enforcement operation details focusing on passenger carriers in both urban and rural areas, with a special emphasis in high density agricultural regions during peak harvest seasons, will be conducted during both regular and overtime work hours, up to 3,400 combined enforcement hours annually. February, May, July, and December typically see more passenger carriers on Florida's roadways; therefore, we will designate one or more of these months as a Passenger Carrier focus month in an effort to increase inspection activity.

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.

Monthly review of Safetynet, A&I, and agency project activity reports to determine actual activity hours and number of PC inspections captured. Analysts will review crash data monthly to determine if our enforcement efforts

are effective. Supervisors will adjust work schedules and locations to ensure satisfactory progress toward the goals. A&I will be reviewed at the end of the grant period to determine if the CMV PC-related fatality reduction objective is being attained.

Track the number of troopers trained to be certified to conduct Passenger Carrier inspections and use monthly inspection activity and Safetynet reports to determine if the trooper has completed the number of PC inspections required to obtain, or maintain, certification.

Part 3 Section 3 - State Specific Objectives – Past
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Instructions:

Describe any State-specific CMV problems that were addressed with FY 2020 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 2020 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2020 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2020 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.

Requests for Data Reviews (RDRs)

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

To respond to 100% of new RDRs within 10 business days of the initial request and close at least 90% of the requests within 17 business days.

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

CY 2019 total RDRs: 1,809; Average length Open to Close status: 6 days; RDRs responded to within 10 business days: 100%; RDRs closed within 17 business days: 92%.

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

Although RDRs increased by 6% from last year, the OCVE has not encountered any difficulties achieving the goals. The State utilizes one data analyst to respond to RDRs. The OCVE policy states that reviews requiring a response from the regional office where the inspection took place will be answered within five business days. Requestors are given the opportunity to request a second and third level review if they feel it is necessary.

Part 3 Section 4 - State Specific Objectives – Future**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 2021 - 2023. 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.

Part 4 - Financial Information

Part 4 Section 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.

Instructions

The *Spending Plan* should include costs for FY 2021 only. This applies to States completing a 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.

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			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$12,773,111.00	\$2,253,902.00	\$15,027,013.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$2,253,902.00
MOE Baseline:	\$9,507,589.82

Part 4 Section 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 14.99 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 14.99 percent limitation as provided in the MCP. Any deviation from the 14.99 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 (14.99% of MCSAP Award Amount):	\$2,253,902.00

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
Sworn Members	255	47.0000	\$57,854.00	\$6,933,801.90	\$4,679,899.90	\$2,253,902.00	\$0.00
MOE Sworn	255	0.0000	\$57,854.00	\$0.00	\$0.00	\$0.00	\$7,818,968.10
MOE Non-Sworn Inv	1	0.0000	\$20,000.00	\$0.00	\$0.00	\$0.00	\$20,000.00
MOE Non-Sworn Admin	23	0.0000	\$33,119.00	\$0.00	\$0.00	\$0.00	\$761,737.00
Subtotal: Salary				\$6,933,801.90	\$4,679,899.90	\$2,253,902.00	\$8,600,705.10
Overtime Project Costs							
Trooper & Sgt OT	231	100.0000	\$9,757.15	\$2,253,901.65	\$2,253,901.65	\$0.00	\$0.00
Subtotal: Overtime				\$2,253,901.65	\$2,253,901.65	\$0.00	\$0.00
TOTAL: Personnel				\$9,187,703.55	\$6,933,801.55	\$2,253,902.00	\$8,600,705.10
Accounting Method:	Accrual						

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

All OCVE members are considered to work 100% of their time within the MCSAP program. The percentage of time shown in the chart above reflects the percent that will be sought for reimbursement. Please see below for a breakout of actual costs for each position category.

Sworn Salary: Sworn members (supervisor & non supervisor) conduct roadside inspections to meet the objectives of the projects to fulfill MCSAP reporting requirements. Supervisors oversee activities of projects. He/she implements projects, supervises staff, and conducts activities to meet the objectives of the projects. Activities include: supervising daily operation of projects and staff, providing or coordinating staff training/technical assistance, coordinating staff work schedule/assignments, tracking and following up on procedures to meet quality assurance, tracking policy to ensure compliance, and performing inspections. 255 members at an average annual salary of \$57,854.

255 members x 47% of time toward grant reimbursement x annual average salary of \$57,854 = \$6,933,801.90 total estimated reimbursement.

Federal Share: \$4,679,899.90
 State Share: \$2,253,902 (full match amount)

Overtime: Allotted only to Troopers (197 members) and Sergeants (34 members), typically at 12 hours per week.

231 members x 100% of overtime x \$9,757.15 annual average OT = \$2,253,901.65 total eligible costs.

Federal Share: \$2,253,902
 State Share: \$0.00
 MOE: \$ 0.00

=====

The following personnel costs will contribute to MOE.

Sworn Salary: (see description above) 255 members x 53% of time toward MCSAP program (MOE) x annual average salary of \$57,854 = \$7,818,968.10

Federal Share: \$0.00
 State Share: \$0.00
 MOE: \$7,818,968

Civilian Investigator Salary: A non-supervisory civilian investigator conducts onsite and offsite safety audits to meet the objectives of the project. 1 part-time member at a rate of \$20.00 per hour.

1 members x 100% of time x annual average salary \$20,000 = \$20,000

Federal Share: \$0.00
 State Share: \$0.00
 MOE \$20,000

Administrative Staff Salary: These members oversee the administrative functions of each regional office and troop headquarters and spend 100% of their time in support of the MCSAP program. 23 members at an average annual salary of \$33,119.

23 members x 100% of time x annual average salary \$33,119 = \$761,737 total eligible costs.

Federal Share: \$0.00
 State Share: \$0.00
 MOE: \$761,737

Part 4 Section 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 x 64.8 x 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
Sworn	61.9100	100.0000	\$4,411,589.40	\$2,731,214.99	\$2,731,214.99	\$0.00	\$0.00
MOE Sworn	61.9100	0.0000	\$7,818,968.10	\$0.00	\$0.00	\$0.00	\$4,840,723.15
MOE Non-Sworn	48.2600	0.0000	\$761,737.00	\$0.00	\$0.00	\$0.00	\$367,614.27
TOTAL: Fringe Benefits				\$2,731,214.99	\$2,731,214.99	\$0.00	\$5,208,337.42

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

The estimated fringe benefit rates are identified below; however, actual costs will be included in reimbursement requests.

	Sworn	Non-Sworn
Social Security Tax FICA (OASDI)	6.20%	6.20%
Workers Comp	5.77%	2.60%
Medicare Tax (HI)	1.45%	1.45%
Unemployment Comp	0.13%	0.13%
Retirement Blended Rates	19.06%	6.95%
Annual Leave	0.47%	0.47%
Health	24.81%	26.42%
Holiday Leave	3.85%	3.85%
State Group Life	0.13%	0.15%
Avg. Used Sick Leave	0.04%	0.04%
TOTAL	61.91%	48.26%

Fringe Calculation:

The fringe can be based on a number equal to or lower than the Salary line item found on the previous page. The full amount of the Salary line item is \$4,623,436.90 (federal share).

The OCVE elects to use only a portion of the Salary line item amount in order to calculate the amount of fringe for which we will be seeking reimbursement. The amount we elect to use as the Base Amount is \$4,411,589.40.

$61.91 \times 100\% \text{ (of the base salary used)} \times \$4,411,589.40 \text{ (Base Salary)} = \$2,731,214.99 \text{ (Fringe Federal Share)}$

Please note in the above calculation: 100% actually reflects how much of the Base Amount will be used; it does not reflect the percentage of time spent on the grant. The Base Amount comes from the Salary line item which is already calculated based on 47% of a member's time spent on the grant, therefore the fringe should not be reduced by yet another percentage. If we entered anything less than 100% then the "amount of time spent on the grant" would be reduced twice.

MOE Fringe:

Sworn: \$7,818,968.10 MOE salary x 61.91% rate = \$ 4,840,723 MOE Fringe
Admin Staff: \$761,737 MOE salary x 48.26% rate = \$ 367,614 MOE Fringe

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, airfare, lodging, meals, transportation, 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
Travel MOE	0	0	0.0000	\$0.00	\$0.00	\$0.00	\$470,000.00
TOTAL: Travel				\$0.00	\$0.00	\$0.00	\$470,000.00

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

Travel costs will be applied to MOE.

Estimated costs are based on previous year expenditures. Travel expenses are consistent with State travel policies and may include lodging, meals, per diem, airfare, baggage fees, parking, public transportation, rental car, taxi, etc. Related travel includes special enforcement details; training to obtain or maintain law enforcement and CVSA certification; conference attendance related directly to enforcement activity training and standardization (e.g., CVSA, COHMED, DIAP, IACP, NAIC); and conference attendance related directly to FMCSA programs (MCSAP, PRISM, Data Quality, Info Tech Systems, and ITD).

Part 4 Section 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
Vehicles	35	\$35,000.00	100	\$1,225,000.00	\$1,225,000.00	\$0.00	\$0.00
MOE	1	\$496,000.00	0	\$0.00	\$0.00	\$0.00	\$496,000.00
TOTAL: Equipment				\$1,225,000.00	\$1,225,000.00	\$0.00	\$496,000.00
Equipment threshold is greater than \$5,000.							

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

OCVE requests 35 new vehicles to conduct activities relating to our projects. These replacement vehicles have reached their useful life at 80,000 miles, or 8 years per the Florida Dept. of Management Services vehicle replacement policy. These vehicles will be used only for MCSAP eligible purposes and are needed to fulfill the activities proposed in this application. The cost for purchasing a vehicle is based on our current procurement contract (35 x \$35,000= \$1,225,000).

Equipment costs applied to MOE are based on previous year expenditures and may include computing devices; training equipment; information technology systems; scales; general purpose equipment.

Part 4 Section 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
MOE Supplies	1 Year	\$1,500,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,500,000.00
TOTAL: Supplies				\$0.00	\$0.00	\$0.00	\$1,500,000.00

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

Supply costs will be applied to MOE.

Estimated costs are based on previous year expenditures and may include office supplies; uniforms and related accessories; printers and ink; reference materials; computer accessories; and wireless services.

Part 4 Section 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
Unknown	DUNS 809396716	Contract	100.0000	\$130,000.00	\$130,000.00	\$0.00	\$0.00
Description of Services: Public Service Announcements							
Unknown	DUNS 809396716	Contract	0.0000	\$0.00	\$0.00	\$0.00	\$487,000.00
Description of Services:							
TOTAL: Contractual and Subaward				\$130,000.00	\$130,000.00	\$0.00	\$487,000.00

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

The OCVE will implement a comprehensive initiative to convey safety messages to commercial motor vehicle drivers and all other Florida motorists focusing on any of the following topics or groups: No Zone/Share the Road; drowsy driving/hours of service; seatbelt use; work zone safety; prospective and mature drivers; migrant worker transportation.

The OCVE will secure a combination of public service announcements placed on billboards statewide; digital advertisements targeted to commercial motor vehicles and drivers around CMVs, online and/or in, mobile applications

and traffic mobile applications; broadcast and/or internet radio; and social media platforms, including Facebook, Twitter and Instagram. Motorists will be exposed to consistent safety messages on and off the roadway.

The calculation for the estimated cost of the public service announcements is based on expenditures for Department of Highway Safety and Motor Vehicle (DHSMV) statewide safety campaigns. See the chart below for anticipated/budgeted expenditures.

Contractual Cost Spending Plan Narrative	
Description of Services	Planned Expenditures
Billboards Advertisements	\$40,000
Digital In-App Advertisements	\$40,000
Radio Advertisements	\$30,000
Social Media Advertisements	\$20,000
Total Contractual PSAs	\$130,000

Safety Training Curriculum

Additionally, the OCVE will provide educational safety training material for download for commercial motor vehicle fleets and owner operators. Material will be made available for download on the DHSMV website in English and Spanish. Topics may include commercial motor vehicle safety information and information related to skills testing, medical information, hours-of-service regulation and any additional commercial motor vehicle topics. Associated costs will be applied to MOE.

Other MOE costs are based on previous year expenditures and may be related to consultants, IT staff, data analysis; temporary employment services; delivery service; records disposition service; equipment repairs, etc.

Part 4 Section 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 (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, 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 in the “My Documents” area in the eCVSP tool and through Grants.gov. 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 claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Modified Total Direct Costs (MTDC)	14.27	\$10,105,986.54	\$1,442,124.27	\$1,442,124.27	\$0.00
TOTAL: Indirect Costs			\$1,442,124.27	\$1,442,124.27	\$0.00

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
Fuel	1 Year	\$310,970.00	100.0000	\$310,970.00	\$310,970.00	\$0.00	\$0.00
MOE	1 Year	\$1,200,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,200,000.00
TOTAL: Other Costs				\$310,970.00	\$310,970.00	\$0.00	\$1,200,000.00

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

Fuel Costs: OCVE requests \$310,970 for fuel costs based on previous year expenditures and current fuel cost.

Other MOE costs are based on previous year expenditures. These expenses may include additional fuel; ITD O&M; administrative costs (utilities, phone lines, building maintenance); conference costs (registration fees, etc.); training tuition; speedometer, radar, and laser calibrations; and fleet cost (repairs).

Part 4 Section 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			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$12,773,111.00	\$2,253,902.00	\$15,027,013.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of Basic Award Amount):	\$2,253,902.00
MOE Baseline:	\$9,507,589.82

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Sworn Members	\$4,679,899.90	\$2,253,902.00	\$6,933,801.90	\$0.00
MOE Sworn	\$0.00	\$0.00	\$0.00	\$7,818,968.10
MOE Non-Sworn Inv	\$0.00	\$0.00	\$0.00	\$20,000.00
MOE Non-Sworn Admin	\$0.00	\$0.00	\$0.00	\$761,737.00
Salary Subtotal	\$4,679,899.90	\$2,253,902.00	\$6,933,801.90	\$8,600,705.10
Trooper & Sgt OT	\$2,253,901.65	\$0.00	\$2,253,901.65	\$0.00
Overtime subtotal	\$2,253,901.65	\$0.00	\$2,253,901.65	\$0.00
Personnel total	\$6,933,801.55	\$2,253,902.00	\$9,187,703.55	\$8,600,705.10

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Sworn	\$2,731,214.99	\$0.00	\$2,731,214.99	\$0.00
MOE Sworn	\$0.00	\$0.00	\$0.00	\$4,840,723.15
MOE Non-Sworn	\$0.00	\$0.00	\$0.00	\$367,614.27
Fringe Benefits total	\$2,731,214.99	\$0.00	\$2,731,214.99	\$5,208,337.42

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Travel MOE	\$0.00	\$0.00	\$0.00	\$470,000.00
Travel total	\$0.00	\$0.00	\$0.00	\$470,000.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Vehicles	\$1,225,000.00	\$0.00	\$1,225,000.00	\$0.00
MOE	\$0.00	\$0.00	\$0.00	\$496,000.00
Equipment total	\$1,225,000.00	\$0.00	\$1,225,000.00	\$496,000.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE Supplies	\$0.00	\$0.00	\$0.00	\$1,500,000.00
Supplies total	\$0.00	\$0.00	\$0.00	\$1,500,000.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Unknown	\$130,000.00	\$0.00	\$130,000.00	\$0.00
Unknown	\$0.00	\$0.00	\$0.00	\$487,000.00
Contractual and Subaward total	\$130,000.00	\$0.00	\$130,000.00	\$487,000.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Fuel	\$310,970.00	\$0.00	\$310,970.00	\$0.00
MOE	\$0.00	\$0.00	\$0.00	\$1,200,000.00
Other Costs total	\$310,970.00	\$0.00	\$310,970.00	\$1,200,000.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$11,330,986.54	\$2,253,902.00	\$13,584,888.54	\$17,962,042.52
Indirect Costs	\$1,442,124.27	\$0.00	\$1,442,124.27	NA
Total Costs Budgeted	\$12,773,110.81	\$2,253,902.00	\$15,027,012.81	\$17,962,042.52

Part 4 Section 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			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$12,773,111.00	\$2,253,902.00	\$15,027,013.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of Basic Award Amount):	\$2,253,902.00
MOE Baseline:	\$9,507,589.82

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$4,679,899.90	\$2,253,902.00	\$6,933,801.90	\$8,600,705.10
Overtime Subtotal	\$2,253,901.65	\$0.00	\$2,253,901.65	\$0.00
Personnel Total	\$6,933,801.55	\$2,253,902.00	\$9,187,703.55	\$8,600,705.10
Fringe Benefits Total	\$2,731,214.99	\$0.00	\$2,731,214.99	\$5,208,337.42
Travel Total	\$0.00	\$0.00	\$0.00	\$470,000.00
Equipment Total	\$1,225,000.00	\$0.00	\$1,225,000.00	\$496,000.00
Supplies Total	\$0.00	\$0.00	\$0.00	\$1,500,000.00
Contractual and Subaward Total	\$130,000.00	\$0.00	\$130,000.00	\$487,000.00
Other Costs Total	\$310,970.00	\$0.00	\$310,970.00	\$1,200,000.00
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$11,330,986.54	\$2,253,902.00	\$13,584,888.54	\$17,962,042.52
Indirect Costs	\$1,442,124.27	\$0.00	\$1,442,124.27	NA
Total Costs Budgeted	\$12,773,110.81	\$2,253,902.00	\$15,027,012.81	\$17,962,042.52

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.

Part 5 Section 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? Gene S. Spaulding
2. What is this person's title? Director, Florida Highway Patrol
3. Who is your Governor's highway safety representative? Kevin J. Thibault
4. What is this person's title? Secretary, Florida Dept. of Transportation

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

- Yes
- No

State Certification declaration:

I, Gene S. Spaulding, Director, Florida Highway Patrol, on behalf of the State of FLORIDA, 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](#).

Part 5 Section 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? Gene S. Spaulding
2. What is the title of your certifying State official? Director, Florida Highway Patrol
3. What are the phone # and email address of your State official? 850-617-2300 GeneSpaulding@flhsmv.gov

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

- Yes
- No

I, Gene S. Spaulding, 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.

49 CFR Part 382: Beginning January 1, 2020, the minimum annual percentage rate for random controlled substances testing for drivers of commercial motor vehicles (CMVs) requiring a commercial driver's license (CDL) was increased from 25% to 50%. Since all owners or drivers of CMVs that are engaged in intrastate commerce are subject to the rules as they existed on December 31, 2018, then the random controlled substances testing rate continues to remain at 25% for intrastate drivers until there is a change to the Florida statute. Therefore, the current test rate for Florida intrastate drivers is 25% while the current testing rate for interstate drivers is 50%. Action Plan: In order to achieve compatibility with federal regulations, the Department of Highway Safety and Motor Vehicles legislative package for the 2021 Florida Legislative Session includes language that will amend Florida Statute 316.302 to adopt the federal regulations contained in 49 CFR Part 382 for all owners and drivers of CMVs as the regulations exist on December 31, 2020. This action will bring Florida into compatibility if approved by the Florida Legislature in 2021.

Part 5 Section 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

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

Yes No

Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, Gene S. Spaulding, on behalf of the State of Florida have the authority to make the following certification on behalf of the State. I certify that the State has conducted the annual review required by 49 C.F.R. section 350.303 of its laws, regulations, standards, and orders on commercial motor vehicle (CMV) safety and that the State's safety laws, regulations, standards, and orders on CMV safety are compatible with the Federal Motor Carrier Safety Regulations (49 C.F.R. parts 390, 391, 392, 393, 395, 396, and 397) and the Hazardous Material Regulations (49 C.F.R. parts 107 (subparts F and G only), 171-173, 177, 178, and 180), 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, regulations, standards, and orders on CMV safety that:

- (1) As applicable to interstate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) If in addition to or more stringent than the FMCSRs, have a safety benefit, do not unreasonably frustrate the Federal goal of uniformity, and do not cause an unreasonable burden on interstate commerce when enforced;
- (2) As applicable to intrastate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) Fall within the limited variances from the FMCSRs allowed under 49 C.F.R. sections 350.305 or 350.307; and
- (3) As applicable to interstate and intrastate commerce involving the movement of hazardous materials, are identical to the HMRs.

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

49 CFR Part 382: Beginning January 1, 2020, the minimum annual percentage rate for random controlled substances testing for drivers of commercial motor vehicles (CMVs) requiring a commercial driver's license (CDL) was increased from 25% to 50%. Since all owners or drivers of CMVs that are engaged in intrastate commerce are subject to the rules as they existed on December 31, 2018, then the random controlled substances testing rate continues to remain at 25% for intrastate drivers until there is a change to the Florida statute. Therefore, the current test rate for Florida intrastate drivers is 25% while the current testing rate for interstate drivers is 50%.

Action Plan: In order to achieve compatibility with federal regulations, the Department of Highway Safety and Motor Vehicles legislative package for the 2021 Florida Legislative Session includes language that will amend Florida Statute 316.302 to adopt the federal regulations contained in 49 CFR Part 382 for all owners and drivers of CMVs as the regulations exist on December 31, 2020. This action will bring Florida into compatibility if approved by the Florida Legislature in 2021.



Signature of Certifying Official: _____

Title of Certifying Official: _____ Director, Florida Highway Patrol

Date of Certification: _____ October 28, 2020

FY 2021 Certification of MCSAP Conformance (State Certification)

I, Gene S. Spaulding, Director of the Florida Highway Patrol, on behalf of the State of Florida, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has designated the Florida Department of Highway Safety and Motor Vehicles as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and the Florida Highway Patrol to perform defined functions under the CVSP.
2. The State has assumed responsibility for and adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
3. The State will cooperate in the enforcement of financial responsibility requirements under 49 C.F.R. part 387.
4. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C §§ 13902 and 31134 by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
5. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved.
6. The Lead State Agency and any subrecipient of MCSAP funds have the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
7. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
8. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
9. The State will maintain the maintenance of effort required under 49 C.F.R. § 350.225.
10. The State requires that all reports required in the CVSP be available to FMCSA upon request, meets the reporting requirements, and uses the forms for recordkeeping, inspections, and investigations that FMCSA prescribes.

11. The State implements performance-based activities, including deployment and maintenance of technology, to enhance the efficiency and effectiveness of CMV safety programs.
12. The State dedicates sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data are collected and reported, and to ensure the State's participation in a national motor carrier safety data correction system prescribed by FMCSA.
13. The State will ensure that the Lead State Agency will coordinate the CVSP, data collection, and information systems with the State highway safety improvement program under 23 U.S.C. § 148(c).
14. The State will ensure participation in information technology and data systems as required by FMCSA for jurisdictions receiving MCSAP funding.
15. The State will ensure that information is exchanged with other States in a timely manner.
16. The laws of the State provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
17. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
18. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
19. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
20. The State will address activities in support of the national program elements listed in 49 C.F.R. § 350.203.
21. The State will ensure that detection of criminal activities and CMV size and weight enforcement activities described in 49 C.F.R. § 350.227(b) funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
22. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
23. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.

24. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable FMCSRs, HMRs, or compatible State laws, regulations, standards, and orders on CMV safety.
25. The State will transmit to its roadside inspectors at the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 C.F.R. §§ 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
26. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. §31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
27. The State willfully participates in the performance and registration information systems management program under 49 U.S.C. §31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
28. The State will ensure that it cooperates in the enforcement of hazardous materials safety permits issued under subpart E of part 385 of this subchapter by verifying possession of the permit when required while conducting vehicle inspections and investigations, as applicable.
29. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
30. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 C.F.R. subpart D.

Date October 28, 2020

Signature 