



ARKANSAS

Commercial Vehicle Safety Plan

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

Fiscal Years 2022 - 2024

Date of Approval: August 16, 2022

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 2022 - 2024)
- Part 2: Crash Reduction and National Program Elements (FY 2022 - 2024)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2022 - 2024)
- Part 4: Financial Information (FY 2022)
- Part 5: Certifications and Documents (FY 2022)

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 2022:

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 2021 plans. States must carefully review and update this information to reflect FY 2022 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 2022 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

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.*

The official mission of the Arkansas Highway Police (AHP) is to protect the public and the Intermodal Transportation System through the enforcement of state laws. By employing innovative and effective enforcement strategies based upon statistical data, the AHP will continue to pursue improvement of highway safety through the reduction of commercial motor vehicle (CMV) crashes with the goal of also reducing the rate of truck related fatalities. Focusing on problem specific activities in the carrier industry, as identified by CSA and other information sources, will ultimately aid in the reduction of these fatalities and motor carrier violations as a whole.

All state laws and adopted federal regulations pertaining to size, weight, driver, vehicle safety and hazardous materials transportation will be administered fairly and impartially focusing on the ultimate goal of a safer highway environment. This effort will be approached as a partnership between state and federal enforcement agencies, the motor carrier industry, the motoring public and other highway safety stakeholders. All available resources including education and enforcement activities will continue to be utilized.

Part 1 Section 3 - MCSAP Structure Explanation**Instructions:**

Answer the questions about your grant activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Complete the check boxes below if they affirmatively apply to this CVSP:



Initiatives involving "rural roads" are specifically included in this CVSP.



The State has voluntarily submitted an annual Training Plan to the National Training Center (NTC).

The Arkansas Highway Police (AHP) Division of the Arkansas Department of Transportation (ArDOT) is the lead MCSAP agency as designated by the Governor and the only agency enforcing Federal Motor Carrier Safety Regulations in the State. The agency is currently staffed with 137 certified state law enforcement officers assigned statewide to weigh/inspection stations and patrol units. AHP plans on hiring additional 15 officers in the first quarter of FFY 2022 and continuing into FFY 2023. AHP officers are tasked with wide-ranging enforcement responsibilities in commercial vehicle operations to include compliance with; motor carrier safety regulations, size and weight laws, motor fuel tax laws, criminal and traffic laws and hazardous materials transportation regulations. The AHP has been officially designated by the Arkansas Highway Commission as the only organization in Arkansas having the authority to enforce motor carrier safety regulations.

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:	ARKANSAS HIGHWAY POLICE
Enter total number of personnel participating in MCSAP activities	133
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	120
Traffic Enforcement Activities	137
Investigations *	6
Public Education and Awareness	10
Data Collection and Reporting	6
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	N/A
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:	0
Total # of MCSAP Participating Personnel:	0

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 2022 - 2024 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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 most recent five fiscal years using the Activity Dashboard on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <https://ai.fmcsa.dot.gov>. 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 2016 - 2020

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 relate to each other and 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.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

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: Large Truck Fatal Crashes per 100M VMT

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			
01/01/2020	12/31/2020	83	0.20	0.20
01/01/2019	12/31/2019	87	0.20	0.22
01/01/2018	12/31/2018	91	0.20	0.23
01/01/2017	12/31/2017	94	0.20	0.24
01/21/2016	12/22/2016	78	0.20	0.21

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			
01/01/2020	12/31/2020	4	0	4
01/01/2019	12/31/2019	0	0	0
01/01/2018	12/31/2018	3	0	3
01/01/2017	12/31/2017	1	0	1
01/01/2016	12/31/2016	2	0	2

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Actual # 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			
01/01/2020	12/31/2020	2	0	2
01/01/2019	12/31/2019	2	0	2
01/01/2018	12/31/2018	1	0	1
01/01/2017	12/31/2017	3	0	3
01/01/2016	12/31/2016	1	0	1

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

Safetynet Reports ran August 2021 *Note: 83 fatalities for CY 2020 were result of 71 crashes.

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

Arkansas will continue to conduct hazardous materials inspections as they apply to commercial motor vehicles that operate in the state, and participate in related strike force operations sponsored by the FMCSA. In addition, officers will continue to monitor the operation of these identified vehicles for traffic violations and take action based upon their observations.

The reporting of and data collection related to highway incidents involving hazardous materials is mandated by state law, the Arkansas State Police (ASP) and the Arkansas Department of Emergency Management (ADEM).

Narrative Overview for FY 2022 - 2024

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.

Project for FY2019 - FY2021

Based on crash data published on FMCSA's A & I website for CY2016 through CY2020, Arkansas has three main crash corridors accounting for a significant number of the total CMV crashes. The crash corridors identified by AHP cover 17 counties along three Interstate systems that travel throughout the state excluding the metropolitan area of Little Rock (Pulaski Co.).

According to full year reports available from CY2016 to CY2020 there has been an increase of CMV involved crashes in Arkansas. The 17 county area identified accounted for 45.5% of the total crashes state-wide during CY2016, 44.5% during CY2017, 45.6% during CY2018, 43.8% during CY2019, and decreased to 44.3% during CY2020.

The total crashes for the 17 counties identified were CY2016 (1,140), CY2017 (1,209), CY2018 (1,217), CY2019 (1,124), and CY2020 (1,1138). The 17 county identified area accounted for 29 fatalities in CY2016, 33 fatalities in CY2017, 37 fatalities in CY2018, 39 fatalities in CY2019, and 39 fatalities in CY2020.

Project for FY2022 - 2024

Arkansas HEAT Program will focus on reduction of CMV crashes by 6% as identified in the ACAT (Arkansas Crash Analytics Tool) system. Data shows the two interstates (I-30, I-40) traveling west from Pulaski County to the State line are the targeted areas.

Arkansas HEAT Program – High Enforcement Area Teams

The Arkansas HEAT program will focus on high crash areas and problems identified by the ACAT (Arkansas Crash Analytics Tool). The HEAT program will create individual teams to focus on Speed Enforcement, Maintenance Enforcement, Unsafe Driving Enforcement, and Work Zone Enforcement in areas identified by the ACAT. The teams will be made up of a small cadre of experts in each area. The teams will each have a sponsor (Captain with an interest in the HEAT area) that is a liaison to the Chief and Major. Each HEAT Team will have a team Lead and Co-Lead that direct the team during enforcement events. The teams will have up to 10 members and will travel to high crash areas to focus on enforcement during high profile enforcement events.

The HEAT teams will plan and conduct ten events in ten separate areas of the state over a 12 month period.

Speed Enforcement Team

Maintenance Enforcement Team

Unsafe Driving Enforcement Team

Work Zone Enforcement Team

HOS / Enforcement Team - ELD

According to full year reports available from CY2016 to CY2020 there has been an increase of CMV involved crashes in Arkansas. The 12 county area indentified accounted for 22.0% of the total crashes state-wide during CY2016, 21.2% during CY2017, 21.9% during CY2018, 21.5% during CY2019, and increased to 21.8% during CY2020.

The total crashes for the 12 counties identified were CY2016 (550), CY2017 (576), CY2018 (584), CY2019 (553), and CY2020 (560). The 12 county identified area accounted for 10 fatalities in CY2016, 27 fatalities in CY2017, 22 fatalities in CY2018, 21 fatalities in CY2019, and 23 fatalities in CY2020.

Enter the data source and capture date:

SAFETYNET August 2021 A & I, Crash Stats, Published Records, Large Trucks Fatal/Non-Fatal Crashes (FARS & MCMIS)

Projected Goal for FY 2022 - 2024:

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 shown as 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2022	2
2023	2
2024	2

AHP has set a CMV fatal crash reduction goal of 0.15% / VMT. AHP has set a total CMV crash reduction goal of 2% per each year.

Program Activities for FY 2022 - 2024: 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 FFY2022, the AHP will continue to evaluate information accrued from all available data for the identified counties and initiate enforcement activities designed to combat identifiable crash factors. The evaluation of past enforcement activities in the identified areas will also be conducted. In addition, continued solicitation of information from supervisors and personnel assigned to those areas will be sought in order to identify changes in patterns or trends related to safety status.

Based on crash data, enforcement history and recommendations of frontline personnel, enforcement and education activities will be planned. Personnel assigned to the area may be supplemented with additional enforcement officers from other areas during approximately 10 planned, two-day special enforcements that will include 10 officers for each activity, with an expected investment of 1600 staff hours. AHP will conduct one special enforcement per District each quarter. The special enforcements will focus on CMVs and non-CMV's (in close proximity to CMVs) driving aggressively in the targeted areas. AHP continues to utilize five UltraLyte Series Laser Speed Guns to utilize state-wide to increase our efforts to get the maximum production. Utilizing these speed guns, the officers will be able to tell a vehicle's speed, while simultaneously obtaining a measurement of the next following vehicle's distance. AHP purchased a CMV which is being utilized to identify distracted drivers, focusing on texting and driving, in both CMV's and non-CMV's. The planned enforcement activities are contingent on staffing availability and other circumstances.

AHP purchased semi-portable scales which will be utilized at MCSAP eligible locations (ports, etc.).

Educational and information programs will be considered to alert the industry and other operators in the area of necessary steps to reduce the involvement of CMVs in traffic crashes. Educational programs will also be considered for law enforcement agencies with jurisdiction in the area alerting them to the objective problem and providing them with information and guidance related to laws, rules and regulations that are enforceable by their officers. Educational programs will be

presented as requested. The AHP will monitor and evaluate the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the data elements found on FMCSA's A & I website. In addition, AHP will begin evaluating and planning future public outreach avenues to include high profile media coverage of events across the State.

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.

Arkansas will monitor activity in the identified areas and measure the effectiveness of the initiated strategies. AHP's goal is to decrease CMV involved crashes by 2% per year. Data related to the CMV crashes, the inspection activity and enforcement actions, generated by enforcement personnel assigned to the 12 counties, will be evaluated and reported quarterly and annually. In addition, the same data will be reviewed and reported regarding secondary and rural highways.

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 2022 - 2024. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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 2016 - 2020

Inspection Types	2016	2017	2018	2019	2020
Level 1: Full	4754	4517	6522	11032	10138
Level 2: Walk-Around	13109	10942	14532	11304	8735
Level 3: Driver-Only	21686	17769	17911	20394	21206
Level 4: Special Inspections	2	0	0	16	22
Level 5: Vehicle-Only	161	72	40	54	42
Level 6: Radioactive Materials	1	0	0	1	0
Total	39713	33300	39005	42801	40143

Narrative Overview for FY 2022 - 2024

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.

The AHP employs both fixed station facilities and personnel in mobile patrol units to perform driver/vehicle inspections. The full time equivalent is 50 officers working on MCSAP related activities. We have 50% of our officers assigned to fixed stations on Interstates 30, 40, 49 and 55 near the borders of Texas, Oklahoma, Tennessee and Mississippi. We have 33% of our officers assigned to patrol units along the Interstate system and the rest working rural US and state highways.

The State has several factors utilized to determine the level and location of inspections. Officers assigned to a fixed weigh station along the interstate system, shall conduct all levels of inspections (Level I, II, & III). Officers assigned to units/roadside enforcement conduct Level III's (driver/credential inspections) along the interstate system. If a Level I or II inspection is needed the officer would move the location to a more suitable destination. Many factors come in question when determining level of inspection and location (type of enforcement, familiarity of area, time of shift, weather, etc.).

AHP is organizationally divided into five Districts. Both fixed station facilities and patrol units are dispersed geographically around the state to ensure maximum coverage of major commercial transportation highway routes. All AHP enforcement personnel are equipped with laptop computers and the ability to connect to FMCSA websites and AR-CVIEW during roadside inspections. If there is not connectivity in the area, officers have been instructed to contact Central Radio Dispatch to run the carrier through CVIEW. Officers frequently use Query Central and the ISS algorithm as tools in the selection of driver and/or vehicles to inspect. All officers have received training and instruction on the use of the available information from the web to identify carriers who may be operating under federal out-of-service orders.

Officers will utilize newly installed mainline weigh-in-motion systems and USDOT number and license plate readers to identify high risk and out of service carriers for enhanced screening and subsequent inspections.

Officers will utilize semi-portable scales and virtual weigh station technology to conduct inspections in conjunction with weight enforcements pursuant to FMCSA policy.

AHP has purchased and installed Seirra MP70 Routers (wireless device) in all patrol units. This will aid in roadside enforcement and uploading of data, including ELD records.

AHP officers have been provided with information relative to the CSA initiative and have been made aware of the DataQ challenge process. The necessity to specifically identify violations noted during roadside inspections and to maintain consistency and accuracy in their reporting has been emphasized. Relative to the violations identified during driver/vehicle inspections, the AHP has assigned specific personnel in its Central Office to receive, investigate and respond to DataQ challenges generated from roadside inspections in a professional, accurate and timely manner.

AHP strives to reach the goal set forth by FMCSA for 85% for web-service usage for ELD outputs compliance. Due to the inability to run reports and analyze data, AHP has no way to monitor the percent of usage. AHP will continue to educate and train officers to transfer ELD Records through web-service/eRods. AHP and the FMCSA-Arkansas Division Office are planning an in-service training session in the near future.

Projected Goals for FY 2022 - 2024

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2022 - 2024. For FY 2022, 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: ARKANSAS HIGHWAY POLICE

Enter the total number of certified personnel in the Lead agency: 120

Projected Goals for FY 2022 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9750	250	0	10000	25.07%
Level 2: Walk-Around	11852	250	0	12102	30.34%
Level 3: Driver-Only	17427	250	0	17677	44.32%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only		3	100	103	0.26%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Lead Agency	39029	753	100	39882	

MCSAP subrecipient agency

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

Subrecipient is: N/A

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

Projected Goals for FY 2022 - 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:	0
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2022:	

Summary

Projected Goals for FY 2022 - Roadside Inspections Summary

Projected Goals for FY 2022 Summary for All Agencies					
MCSAP Lead Agency: ARKANSAS HIGHWAY POLICE					
# certified personnel: 120					
Subrecipient Agencies: N/A					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9750	250	0	10000	25.07%
Level 2: Walk-Around	11852	250	0	12102	30.34%
Level 3: Driver-Only	17427	250	0	17677	44.32%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only		3	100	103	0.26%
Level 6: Radioactive Materials				0	0.00%
Total MCSAP Lead Agency & Subrecipients	39029	753	100	39882	

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: The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

Projected Goals for FY 2023 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	40000	0	0	40000
Enter total number of certified personnel	120	0	0	120
Projected Goals for FY 2024 Roadside Inspections				
Enter total number of projected inspections	40000	0	0	40000
Enter total number of certified personnel	120	0	0	120

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 Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

☐

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 2016 - 2020

Investigative Types - Interstate	2016	2017	2018	2019	2020
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					2
CSA On-Site Focused/Focused CR	19	14	10	3	
CSA On-Site Comprehensive	0	5	8	3	4
Total Investigations	19	19	18	6	6
Total Security Contact Reviews					
Total Terminal Investigations					0

Investigative Types - Intrastate	2016	2017	2018	2019	2020
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive					
Total Investigations	0	0	0	0	0
Total Security Contact Reviews					
Total Terminal Investigations					

Narrative Overview for FY 2022 - 2024**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 2022 - 2024

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2022 - 2024.

Projected Goals for FY 2022 - 2024 - Investigations						
Investigation Type	FY 2022		FY 2023		FY 2024	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	26	0	26	0	26	0
CSA On-Site Comprehensive	6	0	6	0	6	0
Total Investigations	32	0	32	0	32	0
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.

To make contact with carriers to determine problem areas and assist with compliance. Officers will be required to complete an average of four compliance reviews/interventions per quarter. Arkansas will participate in the Comprehensive Safety Analysis (CSA) a safety measurement system which uses progressive interventions designed to pinpoint a motor carrier's poor safety performance with significant emphasis placed on data that is gathered at the roadside. AHP will measure performance by the number of compliance reviews/interventions conducted. AHP has two full-time Motor Carrier Safety Inspector positions with one being vacant. AHP will promote and train an officer (may be delayed pending COVID-19 restrictions) for this position. The goal for this officer will be to work towards completing their certification in FY 2022. These officers will work towards their projected goals in FY 2023 and future years.

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

The AHP has two Motor Carrier Safety Inspector positions that perform compliance reviews (CR's) on Interstate motor carriers. The completion of projected numbers of compliance reviews is dependent upon other contingencies such as staffing and scheduling.

Primarily, the AHP coordinates their compliance review efforts through Arkansas' FMCSA Division Office. Assignments are discussed between AHP and federal officials and comply with FMCSA program policy and procedures.

Along with conducting assigned on-site and off-site compliance reviews, certified AHP personnel will also, upon request, assist FMCSA Safety Investigators with compliance reviews of large Arkansas-based carriers. The AHP will conduct compliance reviews in accordance with FMCSA's eFOTM. Completion of compliance reviews includes any enforcement action which is also taken through the Federal System.

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.

The Safetynet Coordinator will use available data systems to monitor quantitative and/or qualitative progress towards achieving the objective and report results on a regular basis. Ultimately, this objective will be evaluated on a quarterly basis. It is expected the crash rates of the motor carriers reviewed will decrease, subsequent to the review, in accordance with what FMCSA's Compliance Review Effectiveness Model has shown.

Carrier investigation estimates are based on two full-time Motor Carrier Safety Inspectors trained and performing 32 total investigations annually.

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). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2016 - 2020

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		
01/01/2020	12/31/2020	8365	6236
01/01/2019	12/31/2019	8169	6004
01/01/2018	12/31/2018	7084	5281
01/01/2017	12/31/2017	6409	5011
01/01/2016	12/31/2016	4445	4084

☐ 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.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2020	12/31/2020	0	201
01/01/2019	12/31/2019	0	440
01/01/2018	12/31/2018	0	275
01/01/2017	12/31/2017	0	260
01/01/2016	12/31/2016	0	245

☐ 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		
01/01/2020	12/31/2020	0	471
01/01/2019	12/31/2019	0	380
01/01/2018	12/31/2018	0	515
01/01/2017	12/31/2017	0	576
01/01/2016	12/31/2016	0	911

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

Data Source: Safetynet and A & I Traffic enforcement activities are a tool in addressing driver behavior at the time it occurs. Traffic enforcement plays an important role the prevention of accidents and removes unsafe vehicles and drivers from the road. The objective of traffic enforcement for the AHP is to decrease serious injury and fatality crashes on Arkansas' roadways. The AHP conducts CMV traffic enforcement stops with an inspection, CMV stops without inspection and Non-CMV traffic enforcement stops. In the near future AHP will be able to track information regarding the number of CMV stops without inspection and Non-CMV stops. This will be accomplished utilizing the newly developed E-citation system to track the number of citations and warnings issued during these specific traffic stops. AHP is currently finalizing the E-Citation system to capture the number of traffic stops and enforcement actions taken (citations and warnings) and it should be operational in FFY 2022. Until the E-Citation system is fully implemented and a check box added, data for CMV traffic enforcement stops without an inspection and Non-CMV traffic enforcements is simply collected using totals from directed enforcements. The numbers entered for FY 2016, FY 2017, FY 2018, FY2019 and FY2020 have been obtained from directed enforcements conducted in the 17 County Crash Corridor (which was AHP's crash reduction project).

Narrative Overview for FY 2022 - 2024

Instructions:

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

The AHP's objective is to reduce crashes and fatalities by close monitoring of both CMV's and non-CMV's through the continued use of radar, lidar and other methods, such as special enforcement projects. The state also intends to conduct Level III inspections to meet or exceed the national average of 33%. Arkansas will utilize patrol units to monitor traffic patterns in both high crash and other areas where significant volumes of CMV's operate. Special directed traffic enforcement projects will be used to both detect and deter traffic violations.

Arkansas plans to conduct 20 directed traffic enforcement projects during each FY2022 - FY2024 years based upon available staffing and other contingencies. These enforcements will not exceed one FTE for the year. The enforcements generally consist of a minimum of four officers. AHP directed enforcement forms and e-Citations will be utilized to calculate the enforcement activities. This will entail increased AHP personnel and possibly include the Arkansas State Police, in which will be utilized along highly traveled routes as in previous years.

Plans also include reviews of crashes for location and time of day to establish possible changes in patrol deployment for enforcement. The AHP is also aware of a dramatic increases in highway construction due to increased funding created by the recent passage of voter approved state sales tax and bond issues. Officers will be used during regular patrol assignments and Federal Aid Programs for law enforcement presence in highway work zones. This MCSAP activity will be tracked and separated from activity funded by other sources.

Arkansas' level of effort stated in the FAST Act averaged 51,897 inspections per year for 2004 and 2005. AHP staffing levels currently are lower than in past years. AHP currently has 137 officers compared to 167 in 2004 and 159 in 2005. Arkansas will be unable to conduct the number of inspections to maintain the same level of activities achieved in fiscal years 2004 and 2005 in order for non-CMV traffic enforcement activities to be eligible MCSAP expenses.

Arkansas' level of effort stated in the Fast Act averaged 29 compliance reviews/investigations per year for 2004 and 2005. AHP currently has one newly trained Motor Carrier Safety Inspectors compared to two trained in 2004 and 2005. For the years of 2004/2005, with two inspectors, AHP conducted 29 compliance reviews/investigations per year. That would make the level of effort equal to 14.5 average compliance reviews/investigations yearly per inspector. AHP was recently staffed with one newly trained inspector who has conducted six compliance reviews/investigations for the year. That would make the level of effort equal to six average compliance reviews/investigations yearly per inspector which does not exceed the level of effort maintained for the 2004/2005 period.

Arkansas' level of effort stated in the FAST Act averaged 10 New Entrant safety audits per year for 2004 and 2005. AHP staffing levels currently are higher than in past years. AHP currently has four New Entrant Safety Auditors compared to none in 2004 and 2005. During 2004 and 2005 safety audits were conducted by Motor Carrier Safety Inspectors who primarily conducted compliance reviews/investigations. For the years of 2004/2005, with two inspectors, AHP conducted 10 compliance reviews per year. That would make the level of effort equal to five average safety audits yearly per inspector. AHP was staffed with four safety auditors for FY 2018, FY 2019 and has conducted 420 (FY 2018) and 431 (FY 2019) safety audits for each year. That would make the level of effort equal to 105 (FY 2018) and 107.75 (FY 2019) average safety audits yearly per auditor which exceeds the level of effort maintained for the 2004/2005 period.

Projected Goals for FY 2022 - 2024

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2022 - 2024. 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 2014/2015 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 2022	FY 2023	FY 2024
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	8100	8100	8100
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	200	200	200
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	10	10	10

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 2014 and 2015.

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 2014/2015 activities.

FY 2022 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2022 Activities	Average 2014/15 Activities
39882	32	350	40264	38003

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

This will be accomplished utilizing the newly developed E-citation system to track the number of citations and warnings issued during these specific traffic stops. AHP is currently using the E-Citation system to capture the number of traffic stops and enforcement actions taken (citations and warnings), but still missing a check box for CMV/Non-CMV). Until the E-Citation system is fully implemented, data for CMV traffic enforcement stops without an inspection and Non-CMV traffic enforcements is simply collected using totals from directed enforcements.

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 maintain, at a minimum, full PRISM participation. 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 Financial Information Part 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 ITD Compliant	Yes
PRISM	Full Participation	Yes

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data and Activity Safety Hub \(DASH\) website](#)

Enter the agency name responsible for ITD in the State:

Enter the agency name responsible for PRISM in the State:

Narrative Overview for FY 2022 - 2024

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.

Arkansas - ITD CVISN Compliant and is full PRISM Participation.

Program Activities for FY 2022 - 2024: Describe any actions that will be taken to implement full participation in PRISM.

Arkansas is full PRISM participation. Arkansas' Crash Timeliness rating is good (FY2020 & FY2021) based upon having immediate access to all statewide crash reports entered and maintained by the Arkansas State Police (ASP). The AHP now has access to all available crashes and is now entering all available reportable crashes. The ASP, the e-crash provider, has developed the capability to export reportable crash data and import them into AHP's crash system. This has helped to improve the timeliness of crash data.

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.

Arkansas will continue to monitor the state's progress through the A & I website data quality reports.

Arkansas Department of Finance and Administration will submit all quarterly reports.

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-CMV's that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2016 - 2020

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

Public Education and Outreach Activities	2016	2017	2018	2019	2020
Carrier Safety Talks	13	19	43	11	13
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings	1	1	1	1	1
State-Sponsored Outreach Events	1	1	1	1	1
Local Educational Safety Events					
Teen Safety Events					

Narrative Overview for FY 2022 - 2024

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 addressing this objective, Arkansas will continue to be an active partner in activities such as the Share the Road Safely campaign, providing safety compliance handout material and making safety presentations to the public and industry partners. Arkansas will continue to work in concert with the FMCSA to present information to the public and the transportation industry related to the CSA initiative. Arkansas will provide information to the industry for challenging information contained in inspection and crash reports by use of the DataQ system.

AHP officers will continue to make presentations ranging from impromptu carrier safety meetings to organized events sponsored by carrier associations reliant on CMV operations for the transportation of goods and services. Examples of such carrier associations are as follows: Arkansas Trucking Association, Arkansas Timber Producers Association, Arkansas Farm Bureau and the Arkansas Agricultural Aviation Association (AAAA Fly-ins). A number of these programs have been held in cooperation with Arkansas' FMCSA Division Office.

For a number of years, AHP officers have been present during the Arkansas State Fair making numerous individual contacts with the public and answering questions regarding MCSAP and CSA in addition to providing printed material and regulation books as requested. Printed materials and regulation books would be purchased with state funds.

The AHP receives and responds to an estimated 3,800 MCSAP related information calls annually and continues to respond to internet inquiries available through the "HPHQ" question link on the Arkansas Highways website.

At a minimum, these efforts should increase awareness of the CSA initiative and CMV safety issues and result in increased compliance and a measurable reduction in those violations that lead to reportable crashes.

Projected Goals for FY 2022 - 2024

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 2022	FY 2023	FY 2024
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	10	10	10
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	0	0	0

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.

During FY 2020, AHP officers made 15 presentations ranging from impromptu carrier safety meetings to organized events sponsored by carrier associations or various businesses reliant on CMV operations for the transportation of goods and services. Based upon the number of presentation requests, the AHP expects to conduct a similar number of activities in this area in FY2022, FY2023 and in future years. At a minimum, these efforts should increase awareness of CMV safety issues.

The same measures will be captured for FY2022 as each AHP officer who makes a formal presentation or provides information at impromptu meetings will send all relevant information (event, location, handouts, number of attendees, topic) to the MCSAP Coordinator.

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

MCSAP lead agencies are allowed 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.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	No

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality:

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 2022 - 2024.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2022	Goal for FY 2023	Goal for FY 2024
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy				
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.

A & I Online snapshot date for the current SSDQ rating is August 2021.

Narrative Overview for FY 2022 - 2024

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.).

Arkansas' Crash Timeliness rating for FY 2018 was fair based upon not having immediate access to all statewide crash reports entered and maintained by the Arkansas State Police. The AHP now has access to all available crashes and is now entering all available reportable crashes. Due to the back log created by the unavailability of crash reports, this will take a matter of time to level out and get back in good standing. Arkansas' Crash Timeliness rating for FY 2021 is currently good based on catching up entering the back log of crash reports.

Program Activities FY 2022 - 2024: 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.

Arkansas' Crash Timeliness rating for FY2018 was fair based upon not having immediate access to all statewide crash reports entered and maintained by the Arkansas State Police (ASP). The AHP now has access to all available crashes and is now entering all available reportable crashes. The ASP, the e-crash provider, is now working to develop the capability to export reportable crash data and import them into AHP's crash system. This will help to improve the timeliness of crash

data. Arkansas' Crash Timeliness rating for FY 2021 is currently good based on catching up entering the back log of crash reports.

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.

AHP will continue to monitor the state's progress through the A & I website data quality reports.

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 350.207](#).) 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. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- **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.).

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 type="radio"/>	<input checked="" 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 2016 - 2020

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

New Entrant Safety Audits	2016	2017	2018	2019	2020
Interstate	387	460	420	431	345
Intrastate	0	0	0	0	0
Total Audits	387	460	420	431	345

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 2022 - 2024

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website	
Date information retrieved from NEWS Dashboard to complete eCVSP	08/24/2021
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	572
Current Number of Past Dues	30

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: Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

Projected Goals for FY 2022 - 2024

Summarize projected New Entrant safety audit activities in the table below.

Projected Goals for FY 2022 - 2024 - New Entrant Safety Audits						
	FY 2022		FY 2023		FY 2024	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	24	0	24	0	24	0
# of Safety Audits (Offsite)	326	0	326	0	326	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	350	0	350	0	350	0
# of Non-Audit Resolutions	200	0	200	0	200	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.

Using data provided by FMCSA which identifies new carriers, the immediate goal of the AHP is to confirm the status of those identified carriers listed as new entrants and to conduct audits within the specified time frame. The ultimate goal is to make certain that all new interstate motor carriers based in Arkansas are familiar with and adhere to the FMCSRs.

AHP is currently operating in FY 2021 with four auditors for the entire state. AHP will reach the projected goals for FY 2021 and will continue to operate with four auditors in FY 2022.

Activity Plan for FY 2022 - 2024: 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.

AHP started FY2021 with a full staff of four Motor Carrier Safety Auditors. With AHP implementing the off-site audit process, this will decrease travel time and expenses that were occurred with only having the operation of on-site audits. This in turn will increase the amount of time an auditor will have to reduce their carrier inventory list. Auditors may work on multiple audits and non-audit resolutions all in the same day. At this time group audits are not planned, but could be conducted if there were a need.

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.

Program performance of the AHP will include the following: The annual number of new entrant carriers, the number of audits performed annually and the number of new entrant carriers failing to meet FMCSA safety requirements.

An AHP supervisor directs the daily operations of the New Entrant Audit Program. Consequently, this supervisor maintains close contact with the four auditors, as well as, officials within Arkansas' FMCSA Division Office. This close contact essentially provides the opportunity for constant monitoring of the program and permits both parties - AHP and FMCSA - to stay informed of new entrant carrier behavior. If needed, formal discussions can be scheduled and conducted promptly to address any issues or items of concern.

A financial and performance quarterly report will be submitted within 30 days of the end of each quarter as required by FMCSA.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2022 - 2024).

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.

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 2022 - 2024

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

Arkansas recognizes the national problem related to crashes and incidents related to passenger carrying commercial motor vehicles. The AHP currently has seven officers who are certified to conduct inspections of motorcoaches. Arkansas has also obtained ramps and other specialized equipment for the completion of Level I inspections at destination locations, although Arkansas has a limited number of destination locations that are frequented by motorcoaches on a regular basis.

As reported by A & I and MCMIS, Arkansas conducted 388 motorcoach / passenger carrier inspections (87 Level I, 15 Level II, 36 Level III, and 250 Level V) during the last completed reporting period of FY2016 to CY2020. During the reporting period there were 583 motorcoach / passenger carrier crashes reported in Arkansas resulting in 17 fatalities and 568 injuries.

The AHP will strive to implement and grow its passenger vehicle inspection program and schedule enforcement activities as practical directed toward motorcoaches and passenger carrying commercial motor vehicles. Data related to crashes and enforcement activities will be evaluated by the SafetyNet Coordinator and MCSAP Coordinator using the FMCSA's database for the last available calendar year that will be compared with subsequent years.

The AHP has not planned any migrant worker transportation enforcements. Arkansas doesn't have a significant amount of migrant workers, due to the type of agriculture in our state.

Projected Goals for FY 2022 - 2024: 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 2022, 2023 and 2024 must also be included.

The AHP will strive to increase the number of motorcoach inspections conducted in the state. The identification of destination points will continue to be researched and cooperation sought from the parties responsible for these locations. The AHP will continue to participate in FMCSA enforcement programs and make plans to increase the enforcement activities related to passenger carrying commercial motor vehicles, in addition to, possible directed enforcement activities specific to these vehicles types.

With the implementation of a Passenger Vehicle Inspection Program, Arkansas expects to see a reduction in fatalities.

The AHP has not planned any migrant worker transportation enforcements. Arkansas doesn't have a significant amount of migrant workers, due to the type of agriculture in our state.

The quantity projections and the change of inspection levels listed in the table below, are due to the current COVID environment and the reduced number of certified motorcoach inspectors.

Annual passenger carrier inspection projections for FY 2022, 2023 and 2024.

FY 2022	FY 2023	FY 2024
Level 1: Full - 0	Level 1: Full: - 0	Level 1: Full - 0
Level 2: Walk-Around - 0	Level 2: Walk-Around - 0	Level 2: Walk-Around - 0
Level 3: Driver-Only - 0	Level 3: Driver-Only - 0	Level 3: Driver-Only - 0
Level 5: Vehicle-Only - 100	Level 5: Vehicle-Only - 100	Level 5: Vehicle-Only - 100
Total - 100	Total - 100	Total - 100

Program Activities for FY 2022 - 2024: Provide additional information regarding how these activities will be implemented.

The AHP plans to utilize the trained officers and acquired inspection equipment to expand its inspection program for passenger vehicles. The AHP will strive to schedule inspection events quarterly at various locations throughout the state as determined by the MCSAP Coordinator. These inspection events will include destination, terminal and intransit inspections, dependent on circumstances and adherence to FMCSA policy.

The AHP will compare the projected increase in MCSAP inspections and traffic enforcement against future crash statistics to evaluate the performance of the program during FFY 2022 and future years. Using available data, the AHP will identify passenger carrier vehicles domiciled within the state as well as destination venues with a high tourism rate by this type vehicle. This data should provide a basis for increasing the number of passenger vehicle inspections.

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.

Arkansas will compare the number of inspections performed on passenger carrying CMV's annually to previous year totals. Traffic enforcement activity, relative to the operation of these types of vehicles, will be tracked and identified during FMCSA or state targeted enforcement efforts. Crash data for the previous and subsequent time periods will be evaluated and compared. Data related to passenger carrying CMV's will be monitored by using officer activity reports and FMCSA databases through the Safetynet Coordinator. The MCSAP Coordinator or designee will evaluate the activity quarterly and annually.

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

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2021 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 2021 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2021 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2021 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.

CMV Crash Reduction / 17 County High Crash Corridor

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

Crash reduction of 10% over the life of the objective

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

During the life of this objective, Fatal CMV crashes have have increased and decreased from 28 in CY2016 to 29 in CY2017 to 32 in CY2018 to 29 in CY2019 to 32 in CY2020 in the identified area. Fatal CMV crashes have increased from 29 in CY2019 in the identified area to 32 in CY2020. In the first eight months of CY2021 the 17 County Crash Corridor has recorded fewer Fatal CMV crashes then in past years and is on pace for a reduction.

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

The plan for achieving the goal has been multiple faceted and included speed/traffic enforcements, weight enforcements, and MCSAP inspections. Even with reduced staffing levels, each AHP District has been tasked with conducting special enforcement/directives.

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 2022 - 2024. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Arkansas HEAT Program - High Enforcement Area Teams

Narrative Overview for FY 2022 - 2024

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

Arkansas HEAT Program will focus on reduction of CMV crashes by 6% as identified in the ACAT (Arkansas Crash Analytics Tool) system. Data shows the two interstates (I-30, I-40) traveling west from Pulaski County to the State line are the targeted areas.

Projected Goals for FY 2022 - 2024:

Enter performance goal.

Crash reduction of 6% over the life of the objective.

Program Activities for FY 2022 - 2024: Describe the activities that will be implemented including level of effort.

Arkansas HEAT Program – High Enforcement Area Teams The Arkansas HEAT program will focus on high crash areas and problems identified by the ACAT (Arkansas Crash Analytics Tool). The HEAT program will create individual teams to focus on Speed Enforcement, Maintenance Enforcement, Unsafe Driving Enforcement, and Work Zone Enforcement in areas identified by the ACAT. The teams will be made up of a small cadre of experts in each area. The teams will each have a sponsor (Captain with an interest in the HEAT area) that is a liaison to the Chief and Major. Each HEAT Team will have a team Lead and Co-Lead that direct the team during enforcement events. The teams will have up to 10 members and will travel to high crash areas to focus on enforcement during high profile enforcement events. The HEAT teams will plan and conduct 10 events in 10 separate areas of the state over a 12 month period. Speed Enforcement Team Maintenance Enforcement Team Unsafe Driving Enforcement Team Work Zone Enforcement Team HOS / Enforcement Team - ELD

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.

Arkansas will monitor and report activity of this type on the quarterly report.

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 2022 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. The budget category tables use 85.01 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 14.99 percent in the state share calculation. A State is only required to contribute 14.99 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 14.99 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 85.01 percent Federal share and 14.99 percent State share automatically and populates

these values in each line. Federal share is the product of Total Project Costs x 85.01 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share 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	\$6,395,688.00	\$336,615.00	\$6,732,303.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,009,845.00
MOE Baseline:	\$554,017.00

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.

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

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):	\$1,009,845.00
---	----------------

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
1st Lieutenant	8	20.0000	\$80,283.13	\$128,453.00	\$122,030.35	\$6,422.65	\$0.00
2nd Lieutenant	4	20.0000	\$72,423.00	\$57,938.40	\$55,041.48	\$2,896.92	\$0.00
Sergeant	22	15.0000	\$61,822.68	\$204,014.84	\$193,814.10	\$10,200.74	\$0.00
Bookkeeper	1	50.0000	\$44,278.00	\$22,139.00	\$21,032.05	\$1,106.95	\$0.00
Office Manager	1	50.0000	\$66,014.00	\$33,007.00	\$31,356.65	\$1,650.35	\$0.00
MCS Data Specialist	1	100.0000	\$53,664.00	\$53,664.00	\$50,980.80	\$2,683.20	\$0.00
MCS Specialist	2	100.0000	\$37,141.00	\$74,282.00	\$70,567.90	\$3,714.10	\$0.00
MCS Inspector	1	100.0000	\$65,780.00	\$65,780.00	\$62,491.00	\$3,289.00	\$0.00
MCS Auditors	4	100.0000	\$45,610.50	\$182,442.00	\$173,319.90	\$9,122.10	\$0.00
Corporal	34	35.0000	\$58,074.82	\$691,090.35	\$656,535.84	\$34,554.51	\$0.00
Patrol Officer First Class	56	24.0000	\$50,365.25	\$676,908.96	\$643,063.51	\$33,845.45	\$554,017.00
Patrol Officer	39	30.0000	\$44,223.33	\$517,412.96	\$491,542.31	\$25,870.65	\$0.00
Data Entry Operator	1	50.0000	\$32,422.00	\$16,211.00	\$15,400.45	\$810.55	\$0.00
Captain	5	20.0000	\$93,236.00	\$93,236.00	\$88,574.20	\$4,661.80	\$0.00
Subtotal: Salary				\$2,816,579.51	\$2,675,750.54	\$140,828.97	\$554,017.00
Overtime Project Costs							
Subtotal: Overtime				\$0.00	\$0.00	\$0.00	\$0.00
TOTAL: Personnel				\$2,816,579.51	\$2,675,750.54	\$140,828.97	\$554,017.00
Accounting Method:							

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

The Arkansas Highway Police (AHP) employs 139 full time law enforcement officers who work part time on MCSAP eligible enforcement activities. The AHP plans to hire an additional 30 full time law enforcement officers during Federal Fiscal Year 2022 who will work part time on MCSAP eligible enforcement activities. The AHP also employs six civilian employees to support law enforcement officers. Three of these positions (MCS Specialist (2) and MCS Data Specialist) are full time. The Bookkeeper, Office Manager, and Data Entry Operator positions are all part time.

The AHP employs four MCS Auditors who work full time on the New Entrant Auditor Program.

The 139 full time law enforcement officers includes the MCS Inspector position. The 39 Patrol Officer positions is accounting for the 30 additional officers we plan to hire during FFY 2022. The total of Law Enforcement Personnel would be 169.

Total Law Enforcement Personnel is 169 and Total Civilian Personnel is 10. Grand total of Personnel would be 179.

FY 2022 UPDATES:

Increased CPL Percentage time from 25% to 35% and Patrol Officer First Class from 22% to 24%

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. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and 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 rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

Actual Fringe Rate: a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

Aggregated Rate: a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

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 more information on this item see the [Fringe Benefits Job Aid below](#).

Fringe costs method: Actual Fringe Rate

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

Fringe Benefit Rate: 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.

Base Amount: The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

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
Data Entry Operator	60.0000	100.0000	\$16,211.00	\$9,726.60	\$9,240.27	\$486.33	\$0.00
1st Lieutenant	60.0000	100.0000	\$128,453.00	\$77,071.80	\$73,218.21	\$3,853.59	\$0.00
2nd Lieutenant	60.0000	100.0000	\$57,938.40	\$34,763.04	\$33,024.89	\$1,738.15	\$0.00
Sergeant	60.0000	100.0000	\$204,014.84	\$122,408.90	\$116,288.46	\$6,120.44	\$0.00
Bookkeeper	60.0000	100.0000	\$22,139.00	\$13,283.40	\$12,619.23	\$664.17	\$0.00
Office Manager	60.0000	100.0000	\$33,007.00	\$19,804.20	\$18,813.99	\$990.21	\$0.00
MCS Data Specialist	60.0000	100.0000	\$53,664.00	\$32,198.40	\$30,588.48	\$1,609.92	\$0.00
MCS Inspector	60.0000	100.0000	\$65,780.00	\$39,468.00	\$37,494.60	\$1,973.40	\$0.00
MCS Auditors	60.0000	100.0000	\$182,442.00	\$109,465.20	\$103,991.94	\$5,473.26	\$0.00
MCS Specialist	60.0000	100.0000	\$74,282.00	\$44,569.20	\$42,340.74	\$2,228.46	\$0.00
Corporal	60.0000	100.0000	\$691,090.35	\$414,654.21	\$393,921.50	\$20,732.71	\$0.00
Patrol Officer First Class	60.0000	100.0000	\$676,908.96	\$406,145.37	\$385,838.10	\$20,307.27	\$0.00
Patrol Officer	60.0000	100.0000	\$517,412.96	\$310,447.77	\$294,925.38	\$15,522.39	\$0.00
Uniform Allowance	100.0000	100.0000	\$68,129.00	\$68,129.00	\$64,722.55	\$3,406.45	\$0.00
Expense Allowance	100.0000	100.0000	\$90,561.00	\$90,561.00	\$86,032.95	\$4,528.05	\$0.00
Captain	60.0000	100.0000	\$93,236.00	\$55,941.60	\$53,144.52	\$2,797.08	\$0.00
TOTAL: Fringe Benefits				\$1,848,637.69	\$1,756,205.81	\$92,431.88	\$0.00

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

The cognizant agency for the AHP, the Arkansas Department of Transportation (ARDOT), currently charges 60% of salaries expense for fringe benefits. Elements of the cost for fringe benefits include:

- Retirement (State's matching portion) is 12.9% of employee's salary.
- Social Security (State's matching portion) is 7.65% of employee's salary.
- Leave Time is 15.9% of salaries which are charged to federal grants or federal highway jobs.
- Unemployment and Worker's Compensation is 1.01% of salaries as required by the State to fund unemployment and worker's compensation.
- Group Insurance (State's matching portion) is 12.27% of salaries and covers a portion of employee's health insurance.
- Administration fees of Section 125 Cafeteria Plan is 0%
- Service Recognition Payments is 1.96% of salaries. The amounts of service recognition payments are: 10-14 years \$800; 15-19 years \$1,000; 20-24 years \$1,200; 25 years and up \$1,500.

Also included in Fringe Benefits are:

- Expense Allowance Part Time. The Expense Allowance is pro-rated on officers' hours charged to MCSAP activities multiplied by 57% of \$1.91 (\$1.09).
- Uniform Allowance Part Time. The Uniform Allowance is pro-rated on officers' hours charged to MCSAP activities multiplied by 43% of \$1.91 (\$.82).

The base amount (salaries) that is used to calculate fringe for the personnel that work part time on the grant, is calculated using the percentages in the Personnel Section not their full annual salary, only 50%.

AHP officers receive uniform and expense allowances for the upkeep of uniforms and equipment. They receive these allowances because AHP doesn't provide uniforms. Uniform and expense allowances are benefits paid to the officers, so these items are listed as Fringe Costs.

Uniform and Expense allowances are not included in the Fringe Rate. They are separate amounts that are paid to the officer on a monthly basis.

The base amounts do match the totals on the Personnel Cost Table. The Percentage has to be different from the percentage in the Personnel Cost Table for the totals to be accurate. The fringe cost is calculated using 60% of the base amount total from the Personnel Cost Table.

FY 2022 UPDATES:

Corrected Fringe for CPL and Patrol Officer First Class, due to salary change.

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
Hazmat Refresher	36	10	100.0000	\$54,360.00	\$51,642.00	\$2,718.00	\$0.00
COHMED Annual Conference	1	5	100.0000	\$1,600.00	\$1,520.00	\$80.00	\$0.00
CVSA Executive Meeting - Fall	1	5	100.0000	\$1,600.00	\$1,520.00	\$80.00	\$0.00
CVSA Executive Meeting - Spring	1	5	100.0000	\$1,600.00	\$1,520.00	\$80.00	\$0.00
CVSA Workshop	4	7	100.0000	\$7,600.00	\$7,220.00	\$380.00	\$0.00
CVSA Annual Conference - Fall	4	7	100.0000	\$8,000.00	\$7,600.00	\$400.00	\$0.00
FMCSA Workshop	1	3	100.0000	\$900.00	\$855.00	\$45.00	\$0.00
Safetynet IT Workshop/Data Quality	3	6	100.0000	\$5,400.00	\$5,130.00	\$270.00	\$0.00
NAIC '21	2	5	100.0000	\$3,600.00	\$3,420.00	\$180.00	\$0.00
MCSAP Grant Workshop	4	5	100.0000	\$6,400.00	\$6,080.00	\$320.00	\$0.00
Grants Management Training	3	5	100.0000	\$4,500.00	\$4,275.00	\$225.00	\$0.00
NADVI Part A & B	30	10	100.0000	\$45,300.00	\$43,035.00	\$2,265.00	\$0.00
General HM	30	5	100.0000	\$22,650.00	\$21,517.50	\$1,132.50	\$0.00
In-Service Training (July)	25	4	100.0000	\$15,100.00	\$14,345.00	\$755.00	\$0.00
Post Crash (AHP) Refresher	15	5	100.0000	\$11,325.00	\$10,758.75	\$566.25	\$0.00
NE Auditor Refresher	5	5	100.0000	\$3,775.00	\$3,586.25	\$188.75	\$0.00
Roadcheck	11	3	100.0000	\$4,983.00	\$4,733.85	\$249.15	\$0.00
MCSAP Special Enforcement Travel	10	3	100.0000	\$4,530.00	\$4,303.50	\$226.50	\$0.00
MCSAP Refresher	36	10	100.0000	\$54,360.00	\$51,642.00	\$2,718.00	\$0.00
MCSAP HEAT Teams	12	180	100.0000	\$334,800.00	\$318,060.00	\$16,740.00	\$0.00
TOTAL: Travel				\$592,383.00	\$562,763.85	\$29,619.15	\$0.00

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

The total amount budgeted for routine MCSAP related travel is \$344,313. The total amount budgeted for Conference Travel is \$41,200. The total amount budgeted for Training travel is \$206,870. The Grand Total for Travel is \$592,383.

MCSAP related travel includes Roadcheck, MCSAP Special Enforcement Travel and MCSAP HEAT Team Travel.

Conference Travel includes COHMED annual conference, CVSA executive meeting fall and spring, CVSA workshop, CVSA annual conference, FMCSA workshop, Safety IT Workshop/Data Quality, NAIC '21, MCSAP grant workshop, and Grants management training.

MCSAP related travel and Training Travel are calculated as follows: # of staff x # of days x \$151 (this is the daily max for meals and lodging for Arkansas). This includes Hazmat Refresher, NADVI Part A & B, General HM, In-service

Training, Post Crash Refresher, NE Auditor Refresher, Roadcheck, MCSAP Special Enforcement Travel, and MCSAP Refresher.

The below Conference Travel are calculated as follows: \$200 (meals and lodging per day) x # of staff x # of days plus \$600 for airfare x # of staff. COHMED Conference, CVSA executive meeting fall and spring, CVSA annual conference, Safety IT Workshop/Data Quality, MCSAP Grant Workshop.

CVSA Workshop and Grants Management Training are calculated the same except using \$500 for airfare.

FMCSA Workshop is calculated the same except using \$300 for airfare.

NAIC '21 is calculated the same except using \$800 for airfare.

The differences on the airfare are estimates based on previous trips to these conferences.

FY 2022 UPDATES:

MCSAP HEAT Teams (High Enforcement Area Team): The Arkansas HEAT program will focus on high crash areas and problems identified by the ACAT (Arkansas Crash Analytics Tool). The HEAT program will create individual teams to focus on speed enforcement, maintenance enforcement, unsafe driving enforcement and work zone enforcement in areas identified by the ACAT. Officers will be traveling the state to focus on high crash areas with an MCSAP emphasis and distracted drivers. Officers will also work various weigh stations to perform Level 1 inspections. These HEAT Teams will operate approximately 15 days a month (15 days a month x 12 months = 180 days a year). Formula for HEAT Team travel (12 staff x 180 days x \$155 a day (meals & lodging)).

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
TACS	1	\$125,000.00	100	\$125,000.00	\$118,750.00	\$6,250.00	\$0.00
CAD Software	1	\$135,000.00	100	\$135,000.00	\$128,250.00	\$6,750.00	\$0.00
Portable Handheld Radio	8	\$5,361.40	100	\$42,891.20	\$40,746.64	\$2,144.56	\$0.00
TOTAL: Equipment				\$302,891.20	\$287,746.64	\$15,144.56	\$0.00
Equipment threshold is unavailable.							

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

FY 2022 UPDATES:

Tire Anomaly and Classification System (TACS): This system screens commercial vehicles at weigh station facilities to identify those vehicles which are unsafe due to missing or underinflated tires. Not only is a considerable amount of time and expense spent retrieving blown tire remnants caused by unsafe tires from the state's roadways, it is also a safety hazard for the motoring public.

Computer Aided Dispatch (CAD) software; This is off the shelf software that will link AHP and Arkansas State Police dispatch for real-time sharing of information, faster crash response time, officer safety, and to enhance safety on the roadways in our state.

Portable Handheld Radios: To allow officers to have constant communication with our traffic management center while performing traffic stops, inspections, processing accident scenes, and other law enforcement activities.

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
Latex Gloves	500 box	\$12.00	100.0000	\$6,000.00	\$5,700.00	\$300.00	\$0.00
Paper	60 case	\$29.32	100.0000	\$1,759.20	\$1,671.24	\$87.96	\$0.00
Laptop Computers	19 each	\$2,000.00	100.0000	\$38,000.00	\$36,100.00	\$1,900.00	\$0.00
Printers	24 each	\$200.00	100.0000	\$4,800.00	\$4,560.00	\$240.00	\$0.00
Chamber Mates	41 each	\$47.00	100.0000	\$1,927.00	\$1,830.65	\$96.35	\$0.00
Creepers	12 each	\$85.00	100.0000	\$1,020.00	\$969.00	\$51.00	\$0.00
Creeper Wheels	60 each	\$6.00	100.0000	\$360.00	\$342.00	\$18.00	\$0.00
Chocks	30 each	\$14.00	100.0000	\$420.00	\$399.00	\$21.00	\$0.00
Air Pressure Gauges	30 each	\$4.00	100.0000	\$120.00	\$114.00	\$6.00	\$0.00
Various Drug Kits	26 each	\$23.50	100.0000	\$611.00	\$580.45	\$30.55	\$0.00
Equipment Bags	30 each	\$60.00	100.0000	\$1,800.00	\$1,710.00	\$90.00	\$0.00
Post Crash Cameras	6 each	\$164.50	100.0000	\$987.00	\$937.65	\$49.35	\$0.00
Flashlights	31 each	\$119.00	100.0000	\$3,689.00	\$3,504.55	\$184.45	\$0.00
Batteries-Flashlights	39 each	\$16.00	100.0000	\$624.00	\$592.80	\$31.20	\$0.00
Batteries-Radios	40 each	\$90.00	100.0000	\$3,600.00	\$3,420.00	\$180.00	\$0.00
Postage	12 month	\$9.50	100.0000	\$114.00	\$108.30	\$5.70	\$0.00
Envelopes	20 bundles	\$10.70	100.0000	\$214.00	\$203.30	\$10.70	\$0.00
Post-its, tape, paper clips, pens	20 each	\$8.62	100.0000	\$172.40	\$163.78	\$8.62	\$0.00
Hanging Folders	11 box	\$2.80	100.0000	\$30.80	\$29.26	\$1.54	\$0.00
Paper-Fax Machine	36 case	\$29.32	100.0000	\$1,055.52	\$1,002.74	\$52.78	\$0.00
Toner-Fax machine	23 each	\$87.40	100.0000	\$2,010.20	\$1,909.69	\$100.51	\$0.00
Toner/Ink Tanks	502 each	\$12.00	100.0000	\$6,024.00	\$5,722.80	\$301.20	\$0.00
Creeper headrest	31 each	\$5.50	100.0000	\$170.50	\$161.98	\$8.52	\$0.00
Jumpsuit/Shirts	9 each	\$100.00	100.0000	\$900.00	\$855.00	\$45.00	\$0.00
Wireless Routers	50 each	\$4,274.98	100.0000	\$213,749.00	\$203,061.55	\$10,687.45	\$0.00
PBT's	20 each	\$463.56	100.0000	\$9,271.20	\$8,807.64	\$463.56	\$0.00
Radars	10 each	\$2,958.90	100.0000	\$29,589.00	\$28,109.55	\$1,479.45	\$0.00
TOTAL: Supplies				\$329,017.82	\$312,566.93	\$16,450.89	\$0.00

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

MCSAP Inspection/Enforcement Supplies Include:

- Chamber mates
- Creepers and replacement wheels for creepers
- Chocks
- Air pressure gauges
- Latex gloves
- Equipment bags
- Post crash cameras
- Flashlights
- Flashlight batteries
- Radio batteries
- Postage
- Various drug kits
- Toner and Ink tanks
- Paper
- Creeper Headrest
- Printers
- Laptop Computers
- Jumpsuits/Shirts

Projected Expenditures for MCSAP Inspection/Enforcement supplies total \$325,589.70 annually or \$2,7132.48 per month.

Funding is requested for nineteen new laptop computers to replace laptops as needed for New Entrant Auditors and Inspection Officers.

Funding is also requested to purchase twenty four new printers to replace printers as needed for the New Entrant Auditors and Inspection Officers.

There is no lifecycle policy for computers or printers. Computers and printers remain in service until they are no longer operational.

Office Supplies include:

- Envelopes
- Post-Its, tape, paper clips, pens, hanging folders, and clip boards
- Paper and toner for fax machine

Projected expenditures for Office Supplies total \$3,428.12 annually or \$285.68 monthly.

All cost for supplies are derived by actual purchase prices and/or cost analysis.

FY 2022 UPDATES:

Wireless Routers (AHP uses routers for computer connection to ASPEN, CVIEW, and the FMCSA Portal. The routers currently in use need to be updated for a faster connection and better coverage in our rural state.)

The total cost for each router (\$4,274.98) includes the software, modem, cables, power unit and antenna.

The 50 routers requested are to begin replacing all the routers used in officer patrol vehicles. We have routers in all AHP officer patrol units for computer connection.

PBT's (Portable Breath Testing devices for Alcohol to be purchased from Intoximeter)

Radars (Speed Measuring Devices)

Reduced printers from 26 to 24

Reduced Batteries - Flashlights from 40 to 39

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
Iteris Inc	DUNS 48765937	Contract	100.0000	\$75,250.00	\$71,487.50	\$3,762.50	\$0.00
Description of Services: Operations and Maintenance							
Bentley Systems Inc	DUNS 131097651	Contract	100.0000	\$130,000.00	\$123,500.00	\$6,500.00	\$0.00
Description of Services: Operations and Maintenance							
Intelligent Imaging Systems Inc	DUNS 240387154	Contract	100.0000	\$97,280.95	\$92,416.90	\$4,864.05	\$0.00
Description of Services: Operations and Maintenance							
University of Central Arkansas	DUNS 716001828	Subrecipient	100.0000	\$100,000.00	\$95,000.00	\$5,000.00	\$0.00
Description of Services: Data Analytics							
TOTAL: Contractual and Subaward				\$402,530.95	\$382,404.40	\$20,126.55	\$0.00

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

ITD O&M cost: Iteris - \$75,250 for AR CVIEW annual maintenance and operations. Bentley Systems Inc. - \$130,000 for Arkansas Permitting and Routing Systems (ARPARS) annual maintenance and operations. This electronic system is utilized for the safe routing of oversized/overweight vehicles. In addition, prior to issuing permits all carriers are automatically checked for Federal Out of Service Orders. Intelligent Imaging Systems (Mainline WIM) - \$97,280.95; Intelligent Imaging Systems installed a mainline weight in motion system on interstates 40 and 55 in Crittenden County which includes LPR's, cameras, and US DOT Readers. This system provides prescreenings to CMV's in order to identify high risk carriers, OOS carriers or those without proper credentials while traveling on a mainline.

FY22 Updates:

Research into adding an instate university; For research and data analytics to provide leadership with the ability to provide focus enforcement events in high CMV event areas such as excessive traffic violations and high crash corridors.

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 not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Shred-It	12 month	\$600.00	100.0000	\$7,200.00	\$6,840.00	\$360.00	\$0.00
800 Number	12 month	\$2.00	100.0000	\$24.00	\$22.80	\$1.20	\$0.00
ACIC monthly usage	12 month	\$1,100.00	100.0000	\$13,200.00	\$12,540.00	\$660.00	\$0.00
CVSA Decals (1008 x 4 quarters)	4032 quarter	\$0.32	100.0000	\$1,290.24	\$1,225.73	\$64.51	\$0.00
CVSA Dues	1 year	\$12,900.00	100.0000	\$12,900.00	\$12,255.00	\$645.00	\$0.00
Citations	5000 each	\$0.12	100.0000	\$600.00	\$570.00	\$30.00	\$0.00
Cell Phones	12 month	\$1,500.00	100.0000	\$18,000.00	\$17,100.00	\$900.00	\$0.00
Data Cards	12 month	\$6,650.00	100.0000	\$79,800.00	\$75,810.00	\$3,990.00	\$0.00
CVSA Workshop	4 each	\$650.00	100.0000	\$2,600.00	\$2,470.00	\$130.00	\$0.00
Fleet Costs	12 month	\$3,208.33	100.0000	\$38,499.96	\$36,574.96	\$1,925.00	\$0.00
MCSAP Inspection Services	1 each	\$550.00	100.0000	\$550.00	\$522.50	\$27.50	\$0.00
Out of Service Books	172 each	\$25.00	100.0000	\$4,300.00	\$4,085.00	\$215.00	\$0.00
HAZMAT Books	172 each	\$26.82	100.0000	\$4,613.04	\$4,382.39	\$230.65	\$0.00
Safetynet IT Workshop	2 each	\$600.00	100.0000	\$1,200.00	\$1,140.00	\$60.00	\$0.00
Practical Cargo Securement Books	30 each	\$30.00	100.0000	\$900.00	\$855.00	\$45.00	\$0.00
FMCSR Management Edition Books	172 each	\$11.69	100.0000	\$2,010.68	\$1,910.15	\$100.53	\$0.00
Portable Restrooms	2 each	\$185.00	100.0000	\$370.00	\$351.50	\$18.50	\$0.00
Portable Lights	4 each	\$279.50	100.0000	\$1,118.00	\$1,062.10	\$55.90	\$0.00
CVSA Annual Conference	4 each	\$650.00	100.0000	\$2,600.00	\$2,470.00	\$130.00	\$0.00
CVSA COHMED	1 each	\$650.00	100.0000	\$650.00	\$617.50	\$32.50	\$0.00
Tents	2 each	\$111.00	100.0000	\$222.00	\$210.90	\$11.10	\$0.00
Trash bags and towels	10 each	\$25.80	100.0000	\$258.00	\$245.10	\$12.90	\$0.00
Fuel	12 month	\$11,029.76	100.0000	\$132,357.12	\$125,739.26	\$6,617.86	\$0.00
GPS Device charges	12 month	\$3,000.00	100.0000	\$36,000.00	\$34,200.00	\$1,800.00	\$0.00
Facility Improvements	2 each	\$39,500.00	100.0000	\$79,000.00	\$75,050.00	\$3,950.00	\$0.00
TOTAL: Other Costs				\$440,263.04	\$418,249.89	\$22,013.15	\$0.00

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

- Shred-it: Services are used to shred Driver/Vehicle Examination reports and any other MCSAP related documents
- 800#: for carriers to contact the office in regards to safety audits or getting in contact with auditors
- CVSA Decals: issued to eligible motor carriers after inspections
- CVSA dues: membership fees
- Citations: purchase ticket books or summons to court for MCSAP violations
- CVSA Workshop, SafetyNet IT workshop, CVSA annual conference, and CVSA COHMET: Registration Fees
- MCSAP Inspection Services: services assisting in DIAP interdiction stops for searches and disassembly
- All Books/MCSAP Regulation books are assigned to each officer for reference while they perform MCSAP activities
- Portable restrooms, portable lights, tents, trash bags, and towels are utilized at ROADCHECK

The Arkansas Crime Information Center (ACIC) is used by officers to verify driver license, driver history, driver medical certification and/or and Out of Service criteria on a company's DOT number. The Arkansas Department of Transportation (ARDOT) Radio Room has terminals.

Communications covers data cards, so officers can connect to the FMCSA portal and upload inspections into ASPEN. It also covers cell phone usage for supervisory personnel.

Fleet Costs covers gas, repairs, maintenance, and parking, calculated at \$.12 a mile for federally purchased vehicles.

FY 2022 UPDATES:

Fuel: Gasoline cost for officers, calculated using actual expenditures from previous state FY.

GPS Device monthly charges: All AHP vehicles are equip with GPS Devices for officer tracking purposes.

Facility improvements at two inspection barns; Add a water wash station for conducting HazMat Inspections, along with required drains for safety improvements. These improvements will be done by ARDOT (Arkansas Department of Transportation).

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	\$6,395,688.00	\$336,615.00	\$6,732,303.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,009,845.00
MOE Baseline:	\$554,017.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
1st Lieutenant	\$122,030.35	\$6,422.65	\$128,453.00	\$0.00
2nd Lieutenant	\$55,041.48	\$2,896.92	\$57,938.40	\$0.00
Sergeant	\$193,814.10	\$10,200.74	\$204,014.84	\$0.00
Bookkeeper	\$21,032.05	\$1,106.95	\$22,139.00	\$0.00
Office Manager	\$31,356.65	\$1,650.35	\$33,007.00	\$0.00
MCS Data Specialist	\$50,980.80	\$2,683.20	\$53,664.00	\$0.00
MCS Specialist	\$70,567.90	\$3,714.10	\$74,282.00	\$0.00
MCS Inspector	\$62,491.00	\$3,289.00	\$65,780.00	\$0.00
MCS Auditors	\$173,319.90	\$9,122.10	\$182,442.00	\$0.00
Corporal	\$656,535.84	\$34,554.51	\$691,090.35	\$0.00
Patrol Officer First Class	\$643,063.51	\$33,845.45	\$676,908.96	\$554,017.00
Patrol Officer	\$491,542.31	\$25,870.65	\$517,412.96	\$0.00
Data Entry Operator	\$15,400.45	\$810.55	\$16,211.00	\$0.00
Captain	\$88,574.20	\$4,661.80	\$93,236.00	\$0.00
Salary Subtotal	\$2,675,750.54	\$140,828.97	\$2,816,579.51	\$554,017.00
Overtime subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel total	\$2,675,750.54	\$140,828.97	\$2,816,579.51	\$554,017.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Data Entry Operator	\$9,240.27	\$486.33	\$9,726.60	\$0.00
1st Lieutenant	\$73,218.21	\$3,853.59	\$77,071.80	\$0.00
2nd Lieutenant	\$33,024.89	\$1,738.15	\$34,763.04	\$0.00
Sergeant	\$116,288.46	\$6,120.44	\$122,408.90	\$0.00
Bookkeeper	\$12,619.23	\$664.17	\$13,283.40	\$0.00
Office Manager	\$18,813.99	\$990.21	\$19,804.20	\$0.00
MCS Data Specialist	\$30,588.48	\$1,609.92	\$32,198.40	\$0.00
MCS Inspector	\$37,494.60	\$1,973.40	\$39,468.00	\$0.00
MCS Auditors	\$103,991.94	\$5,473.26	\$109,465.20	\$0.00
MCS Specialist	\$42,340.74	\$2,228.46	\$44,569.20	\$0.00
Corporal	\$393,921.50	\$20,732.71	\$414,654.21	\$0.00
Patrol Officer First Class	\$385,838.10	\$20,307.27	\$406,145.37	\$0.00
Patrol Officer	\$294,925.38	\$15,522.39	\$310,447.77	\$0.00
Uniform Allowance	\$64,722.55	\$3,406.45	\$68,129.00	\$0.00
Expense Allowance	\$86,032.95	\$4,528.05	\$90,561.00	\$0.00
Captain	\$53,144.52	\$2,797.08	\$55,941.60	\$0.00
Fringe Benefits total	\$1,756,205.81	\$92,431.88	\$1,848,637.69	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Hazmat Refresher	\$51,642.00	\$2,718.00	\$54,360.00	\$0.00
COHMED Annual Conference	\$1,520.00	\$80.00	\$1,600.00	\$0.00
CVSA Executive Meeting - Fall	\$1,520.00	\$80.00	\$1,600.00	\$0.00
CVSA Executive Meeting - Spring	\$1,520.00	\$80.00	\$1,600.00	\$0.00
CVSA Workshop	\$7,220.00	\$380.00	\$7,600.00	\$0.00
CVSA Annual Conference - Fall	\$7,600.00	\$400.00	\$8,000.00	\$0.00
FMCSA Workshop	\$855.00	\$45.00	\$900.00	\$0.00
Safetynet IT Workshop/Data Quality	\$5,130.00	\$270.00	\$5,400.00	\$0.00
NAIC '21	\$3,420.00	\$180.00	\$3,600.00	\$0.00
MCSAP Grant Workshop	\$6,080.00	\$320.00	\$6,400.00	\$0.00
Grants Management Training	\$4,275.00	\$225.00	\$4,500.00	\$0.00
NADVI Part A & B	\$43,035.00	\$2,265.00	\$45,300.00	\$0.00
General HM	\$21,517.50	\$1,132.50	\$22,650.00	\$0.00
In-Service Training (July)	\$14,345.00	\$755.00	\$15,100.00	\$0.00
Post Crash (AHP) Refresher	\$10,758.75	\$566.25	\$11,325.00	\$0.00
NE Auditor Refresher	\$3,586.25	\$188.75	\$3,775.00	\$0.00
Roadcheck	\$4,733.85	\$249.15	\$4,983.00	\$0.00
MCSAP Special Enforcement Travel	\$4,303.50	\$226.50	\$4,530.00	\$0.00
MCSAP Refresher	\$51,642.00	\$2,718.00	\$54,360.00	\$0.00
MCSAP HEAT Teams	\$318,060.00	\$16,740.00	\$334,800.00	\$0.00
Travel total	\$562,763.85	\$29,619.15	\$592,383.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
TACS	\$118,750.00	\$6,250.00	\$125,000.00	\$0.00
CAD Software	\$128,250.00	\$6,750.00	\$135,000.00	\$0.00
Portable Handheld Radio	\$40,746.64	\$2,144.56	\$42,891.20	\$0.00
Equipment total	\$287,746.64	\$15,144.56	\$302,891.20	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Latex Gloves	\$5,700.00	\$300.00	\$6,000.00	\$0.00
Paper	\$1,671.24	\$87.96	\$1,759.20	\$0.00
Laptop Computers	\$36,100.00	\$1,900.00	\$38,000.00	\$0.00
Printers	\$4,560.00	\$240.00	\$4,800.00	\$0.00
Chamber Mates	\$1,830.65	\$96.35	\$1,927.00	\$0.00
Creepers	\$969.00	\$51.00	\$1,020.00	\$0.00
Creeper Wheels	\$342.00	\$18.00	\$360.00	\$0.00
Chocks	\$399.00	\$21.00	\$420.00	\$0.00
Air Pressure Gauges	\$114.00	\$6.00	\$120.00	\$0.00
Various Drug Kits	\$580.45	\$30.55	\$611.00	\$0.00
Equipment Bags	\$1,710.00	\$90.00	\$1,800.00	\$0.00
Post Crash Cameras	\$937.65	\$49.35	\$987.00	\$0.00
Flashlights	\$3,504.55	\$184.45	\$3,689.00	\$0.00
Batteries-Flashlights	\$592.80	\$31.20	\$624.00	\$0.00
Batteries-Radios	\$3,420.00	\$180.00	\$3,600.00	\$0.00
Postage	\$108.30	\$5.70	\$114.00	\$0.00
Envelopes	\$203.30	\$10.70	\$214.00	\$0.00
Post-its, tape, paper clips, pens	\$163.78	\$8.62	\$172.40	\$0.00
Hanging Folders	\$29.26	\$1.54	\$30.80	\$0.00
Paper-Fax Machine	\$1,002.74	\$52.78	\$1,055.52	\$0.00
Toner-Fax machine	\$1,909.69	\$100.51	\$2,010.20	\$0.00
Toner/Ink Tanks	\$5,722.80	\$301.20	\$6,024.00	\$0.00
Creeper headrest	\$161.98	\$8.52	\$170.50	\$0.00
Jumpsuit/Shirts	\$855.00	\$45.00	\$900.00	\$0.00
Wireless Routers	\$203,061.55	\$10,687.45	\$213,749.00	\$0.00
PBT's	\$8,807.64	\$463.56	\$9,271.20	\$0.00
Radars	\$28,109.55	\$1,479.45	\$29,589.00	\$0.00
Supplies total	\$312,566.93	\$16,450.89	\$329,017.82	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Iteris Inc	\$71,487.50	\$3,762.50	\$75,250.00	\$0.00
Bentley Systems Inc	\$123,500.00	\$6,500.00	\$130,000.00	\$0.00
Intelligent Imaging Systems Inc	\$92,416.90	\$4,864.05	\$97,280.95	\$0.00
University of Central Arkansas	\$95,000.00	\$5,000.00	\$100,000.00	\$0.00
Contractual and Subaward total	\$382,404.40	\$20,126.55	\$402,530.95	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Shred-It	\$6,840.00	\$360.00	\$7,200.00	\$0.00
800 Number	\$22.80	\$1.20	\$24.00	\$0.00
ACIC monthly usage	\$12,540.00	\$660.00	\$13,200.00	\$0.00
CVSA Decals (1008 x 4 quarters)	\$1,225.73	\$64.51	\$1,290.24	\$0.00
CVSA Dues	\$12,255.00	\$645.00	\$12,900.00	\$0.00
Citations	\$570.00	\$30.00	\$600.00	\$0.00
Cell Phones	\$17,100.00	\$900.00	\$18,000.00	\$0.00
Data Cards	\$75,810.00	\$3,990.00	\$79,800.00	\$0.00
CVSA Workshop	\$2,470.00	\$130.00	\$2,600.00	\$0.00
Fleet Costs	\$36,574.96	\$1,925.00	\$38,499.96	\$0.00
MCSAP Inspection Services	\$522.50	\$27.50	\$550.00	\$0.00
Out of Service Books	\$4,085.00	\$215.00	\$4,300.00	\$0.00
HAZMAT Books	\$4,382.39	\$230.65	\$4,613.04	\$0.00
Safetynet IT Workshop	\$1,140.00	\$60.00	\$1,200.00	\$0.00
Practical Cargo Securement Books	\$855.00	\$45.00	\$900.00	\$0.00
FMCSR Management Edition Books	\$1,910.15	\$100.53	\$2,010.68	\$0.00
Portable Restrooms	\$351.50	\$18.50	\$370.00	\$0.00
Portable Lights	\$1,062.10	\$55.90	\$1,118.00	\$0.00
CVSA Annual Conference	\$2,470.00	\$130.00	\$2,600.00	\$0.00
CVSA COHMED	\$617.50	\$32.50	\$650.00	\$0.00
Tents	\$210.90	\$11.10	\$222.00	\$0.00
Trash bags and towels	\$245.10	\$12.90	\$258.00	\$0.00
Fuel	\$125,739.26	\$6,617.86	\$132,357.12	\$0.00
GPS Device charges	\$34,200.00	\$1,800.00	\$36,000.00	\$0.00
Facility Improvements	\$75,050.00	\$3,950.00	\$79,000.00	\$0.00
Other Costs total	\$418,249.89	\$22,013.15	\$440,263.04	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$6,395,688.06	\$336,615.15	\$6,732,303.21	\$554,017.00
Total Costs Budgeted	\$6,395,688.06	\$336,615.15	\$6,732,303.21	\$554,017.00

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	\$6,395,688.00	\$336,615.00	\$6,732,303.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,009,845.00
MOE Baseline:	\$554,017.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$2,675,750.54	\$140,828.97	\$2,816,579.51	\$554,017.00
Overtime Subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel Total	\$2,675,750.54	\$140,828.97	\$2,816,579.51	\$554,017.00
Fringe Benefits Total	\$1,756,205.81	\$92,431.88	\$1,848,637.69	\$0.00
Travel Total	\$562,763.85	\$29,619.15	\$592,383.00	\$0.00
Equipment Total	\$287,746.64	\$15,144.56	\$302,891.20	\$0.00
Supplies Total	\$312,566.93	\$16,450.89	\$329,017.82	\$0.00
Contractual and Subaward Total	\$382,404.40	\$20,126.55	\$402,530.95	\$0.00
Other Costs Total	\$418,249.89	\$22,013.15	\$440,263.04	\$0.00
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$6,395,688.06	\$336,615.15	\$6,732,303.21	\$554,017.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$6,395,688.06	\$336,615.15	\$6,732,303.21	\$554,017.00

Part 5 - Certifications and Documents

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

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

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? Lorie Tudor, P.E.
2. What is this person's title? Director
3. Who is your Governor's highway safety representative? Jay Thompson
4. What is this person's title? Chief

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

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

State Certification declaration:

I, Lorie Tudor, P.E., Director, on behalf of the State of ARKANSAS, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

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? Lorie Tudor, P.E.
2. What is the title of your certifying State official? Director
3. What are the phone # and email address of your State official? 501-569-2612 and lorie.tudor@ardot.gov,

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

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

I, Lorie Tudor, P.E., 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.

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



STATE OF ARKANSAS

ASA HUTCHINSON
GOVERNOR

July 22, 2020

Lorie H. Tudor, P.E., Director
Arkansas Department of Transportation
P. O. Box 2261
Little Rock, AR 72203

Director Tudor:

As Governor of the State of Arkansas, I hereby designate the Arkansas Department of Transportation as the lead enforcement agency for the State of Arkansas to administer the Motor Carrier Safety Assistance Program of the Federal Motor Carrier Safety Administration. The Department has been the lead agency and administered this program since July 1, 1989.

It is the intent of the State of Arkansas to apply for funding under this program to implement the State's Commercial Vehicle Safety Plan. By virtue of this designation, the Arkansas Department of Transportation is authorized to enter into negotiations and formulate agreements that will affect this program as administered.

Thank you for your attention to this matter.

Sincerely,
A handwritten signature in blue ink, appearing to read "Asa Hutchinson", is written over the word "Sincerely,".

Asa Hutchinson

cc: Kevin Breedlove, Division Administrator, FMCSA-AR
Brian Preston, State Programs Manager, FMCSA-AR
Jay Thompson, Chief, Arkansas Highway Police

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? Lorie Tudor, P.E.
2. What is this person's title? Director
3. Who is your Governor's highway safety representative? Jay Thompson
4. What is this person's title? Chief

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

Yes

Yes, uploaded certification document

No

State Certification declaration:

I, Lorie Tudor, P.E., on behalf of the State of Arkansas have the authority to make the following certification on behalf of the State. As a condition of approval of a grant under the authority of 49 U.S.C. section 31102, I certify that the State satisfies all conditions required to qualify for MCSAP funding, as specifically detailed in 49 C.F.R. section 350.207.

Signature: _____

Lorie Tudor

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? Lorie Tudor, P.E.
2. What is the title of your certifying State official? Director
3. What are the phone # and email address of your State official? 501-569-2612, Lorie.Tudor@ardot.gov

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

Yes

Yes, uploaded certification document

No

State Compatibility Review of Laws, Regulations, Standards, and Orders on CMV Safety Certification

I, Lorie Tudor, P.E., on behalf of the State of Arkansas 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.

3 - New State Laws, Regulations, Standards, and Orders on CMV safety

The State will provide answers to the questions below regarding any new State laws, regulations, standards, and orders on CMV safety since the last CVSP or annual update that was submitted.

Has the State adopted/enacted any new or updated State laws, regulations, standards, and orders on CMV safety since the last CVSP or annual update was submitted?

Yes No

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

If there is no formal bill, please include a description of standards or orders on CMV safety and effective date and include a hyperlink or URL in the summary.

Law, Regulation, Standard, or Order Adoption			
Bill Number	Effective Date	Code Section Change	Summary of Change

Certifications required by 49 C.F.R. sections 350.211 and 350.213

Part 5 ECVSP

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP, as required by 49 C.F.R. sections 350.207, 350.211, 350.213, and 350.303. 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.

FY 2022 Certification of MCSAP Conformance (State Certification)

I, Lorie Tudor P.E., Director of the Arkansas Department of Transportation, on behalf of the State of Arkansas, 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 Arkansas Department of Transportation as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and the Arkansas Highway Police 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 will fully participate 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 8/13/2021

Signature 