



COLORADO

Commercial Vehicle Safety Plan

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

**Fiscal Years 2021 - 2023
Annual Update FY 2022**

Date of Approval: September 07, 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 2021 - 2023)
- Part 2: Crash Reduction and National Program Elements (FY 2021 - 2023)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2021 - 2023)
- Part 4: Financial Information (FY 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

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

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

Instructions:

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

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

The mission of the Colorado State Patrol is to ensure a safe and secure environment for all persons by utilizing the strengths of our members to provide professional law enforcement services that reflect our core values of Honor, Duty, and Respect.

Further the goal of the Colorado State Patrol Motor Carrier Safety Section is to provide a safe and secure environment in Colorado for all persons by reducing commercial vehicle related crashes, reducing hazardous materials incidents, and increasing criminal interdiction activities in commercial motor vehicles.

Evaluation of data obtained from the Analysis and Information website (MCMIS data snapshot as of 05/29/2020) indicates that from calendar year 2015 through calendar year 2019 there was an average of 2,002 fatal and non-fatal crashes occurring in the State of Colorado each year. The goal of the Colorado State Patrol, Motor Carrier Safety Section is to reduce the total number of fatal and non-fatal crashes by 2% each year during FFY 2021-FY 2023 as compared to previous years.

Colorado: Summary Report

Summary	CY 2016	CY 2017	CY 2018	CY 2019	CY 2020*
Number of vehicles involved in fatal & non-fatal crashes	2,103	1,916	2,294	2,345	166
# in fatal crashes	86	86	105	104	6
# in non-fatal crashes	2,017	1,830	2,189	2,241	160
Number of fatal & non-fatal Crashes	2,007	1,803	2,156	2,224	153
# of fatal crashes	81	79	93	96	6
# of non-fatal crashes	1,926	1,724	2,063	2,128	147
Number of Fatalities as a result of a crash	85	84	103	111	6
Number of Injuries as a result of a crash	572	554	797	701	45

Part 1 Section 3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

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

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).

Due to the retirement of the Motor Carrier Programs and Training (MCPT) Captain in 2018 and additional organizational changes within the Colorado State Patrol, the MCPT section was re-consolidated with the MCSAP section in 2019. This change did not impact the purpose or operations of each section within the Patrol, the primary result is that the management and supervision of both sections is now lead by one Captain instead of two.

This Captain is funded by the MCSAP Basic Grant at 50% and HUTF (CSP) at 50%. In addition to the Captain, there are currently 22 uniformed officers, 2 Port of Entry Officers (POE) who conduct safety audits, 4 Sergeants, 2 Grant Specialists, 1 Administrator who is responsible for the medical waiver program and FMCSA systems, 1 Program Assistant that manages the DataQ's program, and 2 Administrative Assistants in MCSAP. The uniformed officers, POE officers, and sergeants are funded by the MCSAP Basic grant and HUTF. Each Officer inputs their time into the Patrol's Time Management System utilizing a specific function code for each activity. In the event that MCSAP officers are required to perform non-MCSAP functions related to their role as peace officers, their salaries are adjusted when necessary based upon the percentage of time dedicated to each function code/activity. The grant managers in the section keep a record of the time worked by function code, as well as, paper copies for backup documentation. Each of the MCSAP officers conduct inspections, compliance reviews, and new entrant safety audits throughout the year; in addition to public outreach and education duties. Additionally, two of the 22 uniformed officers are responsible for coordinating and implementing MCSAP related training for all certified inspectors/officers within the Colorado State Patrol. To meet match and MOE requirements, the Colorado State Patrol directly funds 7 Troopers, 1 Sergeant, 1 Captain and 1/2 of one Administrative Assistant utilizing Highway User Tax Funds.

Nine additional POE II Officers will be added to the unit during state fiscal year 2023. The primary focus for these officers will be to conduct inspections only at each port of entry. They will report to a MCSAP Sergeant and perform only MCSAP eligible activities. The addition of these officers will increase the quantity and quality of inspections currently performed by the Colorado State Patrol.

All of the MCSAP inspectors/investigators have received basic motor carrier safety inspection training, a bulk-packaging course, general hazardous material training, the motor coach course and the North American Standard Inspection Course Side A & B. In addition, training has been provided by the Federal Motor Carrier Safety Administration on the performance of CSA Compliance reviews and safety audits. Currently, several of the troopers have been certified to perform reviews and audits on commercial carriers. Since the organization of the section, the troopers involved in the program have undergone refresher training courses as well as a week of regular departmental in-service training annually. Additionally two inspectors have been trained to conduct Level VI radioactive highway route controlled substances inspections to assist with WIPP inspections when needed.

Part 1 Section 4 - MCSAP Structure

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

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

Instructions:

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

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

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

Lead Agency Information	
Agency Name:	COLORADO STATE PATROL
Enter total number of personnel participating in MCSAP activities	506
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	506
Traffic Enforcement Activities	22
Investigations*	22
Public Education and Awareness	22
Data Collection and Reporting	22
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Non-funded Agency Information	
Total number of agencies:	21
Total # of MCSAP Participating Personnel:	49

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2021 - 2023 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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

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

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

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

Trend Analysis for 2015 - 2019

Instructions for all tables in this section:

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

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns 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: Other

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

Total Number of Fatal and Non-Fatal CMV Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	111	1900	2224
01/01/2018	12/31/2018	103	1939	2156
01/01/2017	12/31/2017	84	1939	1803
01/01/2016	12/31/2016	85	1939	2007
01/01/2015	12/31/2015	73	1939	1823

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: Other

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
Total Number of Fatal and Non-Fatal Crashes for all Buses.

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	3	216	228
01/01/2018	12/31/2018	9	221	182
01/01/2017	12/31/2017	5	188	181
01/01/2016	12/31/2016	2	184	227
01/01/2015	12/31/2015	6	240	194

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Other

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

Total Number of Reportable Hazardous Material Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	4	47	68
01/01/2018	12/31/2018	2	47	62
01/01/2017	12/31/2017	4	39	46
01/01/2016	12/31/2016	6	39	54
01/01/2015	12/31/2015	3	18	41

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

Total number of Fatal and Non-Fatal crashes obtained via A&I Summary Statistics for large trucks and buses covering calendar years 2016-2020 for all crash events. MCMIS snapshot as of May 29, 2020. Motorcoach/Passenger Carrier Data obtained via A&I Summary Statistics for buses in all domiciles covering calendar years 2016-2020 for all crash events. Bus Crash Summary Report MCMIS snapshot as of May 29, 2020, including crash records through January 31, 2020. Total Hazardous materials crashes for the State of Colorado as reported in A&I within the state records download of crash data, MCMIS snapshot as of May 29, 2020.

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

Data collected from the United States Census Bureau indicates the population in Colorado has increased approximately 14.5% from April 1, 2010 through July 1, 2019. Data indicates that an increase in population results in an increase in road congestion and miles traveled. As such, state total vehicle miles traveled (VMT) in Colorado has increased approximately 13% from 46,968 million in 2013 to 53,954 million in 2018 (A&I State Level CMV Fatality Rate Per 100 Million Total Vehicle Miles Traveled 2013-2018).

Through the implementation of a comprehensive MCS program, which includes the completion of commercial vehicle safety inspections, CSA compliance reviews, safety audits, targeted enforcement and public education awareness and initiatives, one of the goals of MCSAP is to reduce the number of CMV involved crashes and fatalities. However, it is increasingly difficult to accomplish this goal since the number of personnel assigned to MCSAP has not increased proportionately to population. Actually, the size of the MCS program in Colorado has decreased since 2015, with one less Captain and one less trooper, although the section did add 2 POE officers to complete Safety Audits. Other than the 2 POE officers there have not been additions to MCSAP, and it should be noted that the POE officers cannot conduct compliance reviews or traffic enforcement stops. Additionally, many times when an officer retires or transfers it may take many months to replace the position due to staffing shortages within the agency and organizational decisions by Command Staff. The lag in hiring results in vacancy savings and less activity output within MCSAP. Frustratingly, while the amount of MCSAP funds the State has received has increased during the last 5 years, staffing has not. The program has attempted to mitigate the lack of staffing and increased funding by conducting more operations on an overtime basis, however, the amount of overtime each officer can work is often limited.

The state's goal since 2018 has been to reduce the total number of fatal and non-fatal CMV crashes occurring in the state by 2% as compared to the average number of crashes that occurred during CY 2013-CY 2016. Additionally, MCSAP has a goal to reduce the number of passenger carrier crashes occurring in the state by 2% as compared to previous years.

On average, the number of reportable passenger carrier crashes represents approximately 10% of the total reportable CMV crashes in the state. There were an average of 204 passenger carrier fatal and non-fatal crashes from calendar year(s) 2015-2019 and an average of 5 fatalities per year involving passenger carrier for the same time. The majority of passenger carrier crashes in the state occur within municipal boundaries, which limits the impact the State Patrol has on the prevention of these crashes. However, the partnership the Patrol has with the municipal law enforcement agencies within the state has made a positive impact on the passenger carrier crash occurrence within the state.

The state's goal since 2018 has been to reduce the total number of hazardous materials crashes occurring in the state by 2% as compared to previous years.

The transportation of hazardous materials poses a national threat to public safety. It is critical that those carriers transporting hazardous materials within the State of Colorado are aware of and take precautions to safely transport hazardous materials. The Colorado State Patrol has a section dedicated to the safe transportation of hazardous materials that is located within the Motor Carrier Services Branch. Officers within this unit also conduct CMV safety inspections and are responsible for clean up when a hazardous spill occurs, among other duties. Additionally, personnel within the MCSAP section conduct hazardous materials CMV inspections, as well as, compliance reviews/interventions and SCR's specific to the hazardous materials industry. The MCSAP, POE, and MCPT sections work closely with the Haz Mat section to educate hazardous materials carriers on the safety regulations related to hazardous materials transportation to ensure that hazardous materials carriers are in compliance with hazardous materials regulations.

Utilizing data available from A&I and the state's local Safetynet database, the number of reportable CMV hazardous materials crashes represent approximately 2% of the total number of reportable CMV crashes within the state during calendar year(s) 2015-2019. Based upon this data, the state would argue that while personnel will continue to conduct hazardous materials inspections, CR's, SCR's, and safety presentations, and will work closely with the CSP Hazardous Materials Section, the state does not have an identifiable problem in relation to reportable CMV hazardous materials crashes/transportation.

Narrative Overview for FY 2021 - 2023**Instructions:**

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its

goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

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

The most current data available from the Analysis and Information Website indicates that from CY 2015 through CY 2019 there were on average a total of 2,002* fatal and non-fatal CMV crashes in the State of Colorado.

The following top five crash causation factors** were also identified: Inattentive to Driving, Lane Violations, Following too Closely, Exceeded Safe Speed, and Failed to yield R-O-W. Additionally, the majority of crashes related to these causation factors occurred in Denver, Adams, Weld, Jefferson and Arapahoe counties. Targeted enforcement efforts will be increased with a focus on the identified crash causation factors, counties, and **rural roads** to change driving behaviors related to these crash causation factors and to reduce the number of reportable CMV fatal and non-fatal crashes in the state.

Enter the data source and capture date:

* Total number of Fatal and Non-Fatal crashes obtained via A&I Summary Statistics for large trucks and buses covering calendar years 2016-2020 for all crash events. MCMIS snapshot as of May 29, 2020. **State SafetyNet Database - June 2020

Projected Goal for FY 2021 - 2023:

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

Fiscal Year	Annual Crash Reduction Goals
2021	2
2022	2
2023	2

To reduce the baseline average number of fatal and non-fatal crashes occurring in the previous four years.

Program Activities for FY 2021 - 2023: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

All MCSAP officers will conduct three (3) multi-day saturation patrols, per fiscal year, in high crash corridors/counties **including rural roads/corridors, focusing** on the identified crash causation factors. Additionally, saturation patrols will place an emphasis on counties with active oilfield operations, as well as, non-CMV's operating around CMV's in addition to general CMV safety and compliance. All MCSAP troopers participate in the saturation patrols, dedicating an average of 20 hours per trooper to each event. The number and type of contacts varies widely during each event, dependent upon the focus area.

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.

The state will report the number of multi-day operations conducted. The emphasis of the operation. The County where the saturation patrols occurred. The number of CMV's contacted during the saturation patrols. The number of CMV inspections conducted during the saturation patrols. The number and type of citations issued during the saturation patrols as related to the top five (5) crash causation factors. The number of driver violations. The number of OOS driver violations. The number of vehicle violations. The number of OOS vehicle violations. The number of non-CMV's contacted. The number of non-CMV citations issued.

Part 2 Section 3 - Roadside Inspections

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

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

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2021 - 2023. 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 2015 - 2019

Inspection Types	2015	2016	2017	2018	2019
Level 1: Full	12647	11231	10512	11793	10459
Level 2: Walk-Around	5360	7553	8433	10978	10223
Level 3: Driver-Only	31780	32076	31641	34411	31370
Level 4: Special Inspections	175	88	189	251	95
Level 5: Vehicle-Only	522	584	530	558	480
Level 6: Radioactive Materials	4	1	48	233	257
Total	50488	51533	51353	58224	52884

Narrative Overview for FY 2021 - 2023**Overview:**

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

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

The COVID-19 pandemic has significantly affected the State's ability to conduct all MCSAP activities. It is expected that the number of inspections completed during FFY 2020 will be less than projected. Due to the pandemic the MCSAP section canceled 5 Part A classes and 2 Part B classes, therefore an additional 175 officers could not be certified to conduct inspections. Additionally, CSP road troopers and MCSAP officers were limited in the number of inspections they were able to complete due to the pandemic's mandatory restrictions enacted by the Governor and the Chief of the Colorado State Patrol. Inspectors were unable to conduct inspections for a full 3 1/2 months (March 2020 through Mid-June 2020). Additionally, the State of Colorado enacted a hiring freeze, resulting in increased attrition without the ability to fill those positions. A travel ban was also implemented, as such, State personnel were unable to travel within or out of the state. The State is currently under continuing restrictions and there is not an estimated date as to when all restrictions will be lifted and MCSAP can operate fully, as such, future inspection/activity estimates will reflect the current operating conditions. It is anticipated that once the section is allowed to resume full activities, it will be several years before the section is fully staffed and able to conduct activities comparable to previous years before the pandemic.

Colorado's roadside program is multifaceted in that it incorporates fixed and mobile sites in conjunction with patrolling. The Colorado State Patrol has a policy that all Port of Entry Officers must be Level III certified upon completion of their training at the Academy. Uniformed Troopers must receive their certification within two years of graduating from their academy. As part of the Patrol's mentorship and professional development initiatives, MCSAP hosts two Level I North America Standard (NAS) schools each year. These

schools are available to all uniformed officers and each Troop Commander/District Supervisor is encouraged to send those officers who meet all minimum requirements. Through a Memorandum of Understanding (MOU) Agreement, the Patrol currently has 18 local agencies with active, certified commercial vehicle (CMV) inspectors. These inspectors work with Motor Carrier Safety Assistance Program (MCSAP) Troopers and POE offices to enhance the state's CMV safety program. Each of these officers receive their initial and all refresher training from the Patrol. This is to ensure all CMV inspections conducted are consistent and uniform. There are currently 61 local inspectors, the majority of which are Level III certified. MCSAP currently has 22 troopers assigned to different areas of the State. Assigned areas are determined by CMV crash occurrence and commercial vehicle traffic flow. When a position becomes available due to a vacancy, MCSAP leadership conducts an extensive assessment of the area. A determination is then made as to whether the position will remain in the current locale or be moved to another area with a greater need or an increase in unsafe driving or CMV involved crashes. All MCSAP and Port of Entry (POE) officers utilize both fixed and mobile sites when conducting inspections. POE officers station their mobile sites in areas with a high percentage of CMV involved crashes (data from State SafetyNet). The MCSAP troopers utilizes this same method when setting up mobile sites and when patrolling. Each officer begins their shift with a review of the crash data for their area of responsibility. This information is then utilized to determine if either a mobile setup or, for the MCSAP Trooper, if routine patrolling will be the most effective in addressing CMV safety. Through the use of these multifaceted techniques, CSP officers ensure enforcement action is initiated in "problem" areas.

All uniformed State Patrol Officers (Troopers and Port of Entry officers) conduct inspections to satisfy match requirements. These inspections are in addition to the inspections performed by MCSAP funded officers. While the inspections conducted by the match officers comply with CVSA and FMCSA requirements, the Level of inspection conducted is contingent upon the current certification of each individual officer. There are more Level III certified "match" officers within the CSP than there are Level I, as such, these officers in total will complete more Level III inspections.

Projected Goals for FY 2021 - 2023

Instructions for Projected Goals:

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

Enter the total number of certified personnel in the Lead agency: 506

Projected Goals for FY 2022 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9076	503	16	9595	19.78%
Level 2: Walk-Around	6608	765	0	7373	15.20%
Level 3: Driver-Only	31024	0	0	31024	63.97%
Level 4: Special Inspections	135	0	0	135	0.28%
Level 5: Vehicle-Only	196	0	161	357	0.74%
Level 6: Radioactive Materials	0	15	0	15	0.03%
Sub-Total Lead Agency	47039	1283	177	48499	

MCSAP subrecipient agency

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

Subrecipient is:

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

Projected Goals for FY 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:	21
Enter the total number of non-funded certified officers:	49
Enter the total number of inspections projected for FY 2022:	1952

Summary

Projected Goals for FY 2022 - Roadside Inspections Summary

Projected Goals for FY 2022 Summary for All Agencies					
MCSAP Lead Agency: COLORADO STATE PATROL					
# certified personnel: 506					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 21					
# certified personnel: 49					
# projected inspections: 1952					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9076	503	16	9595	19.78%
Level 2: Walk-Around	6608	765	0	7373	15.20%
Level 3: Driver-Only	31024	0	0	31024	63.97%
Level 4: Special Inspections	135	0	0	135	0.28%
Level 5: Vehicle-Only	196	0	161	357	0.74%
Level 6: Radioactive Materials	0	15	0	15	0.03%
Total MCSAP Lead Agency & Subrecipients	47039	1283	177	48499	

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 2022 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	35609	0	1952	37561
Enter total number of certified personnel	400	0	60	460
Projected Goals for FY 2023 Roadside Inspections				
Enter total number of projected inspections	40109	0	1952	42061
Enter total number of certified personnel	500	0	60	560

Part 2 Section 4 - Investigations

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

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

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year. The 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 2015 - 2019

Investigative Types - Interstate	2015	2016	2017	2018	2019
Compliance Investigations	8				
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site	29	27	30	22	7
CSA On-Site Focused/Focused CR	47	56	51	28	28
CSA On-Site Comprehensive	37	36	28	41	46
Total Investigations	121	119	109	91	81
Total Security Contact Reviews	7	9	6		1
Total Terminal Investigations					

Investigative Types - Intrastate	2015	2016	2017	2018	2019
Compliance Investigations	4				
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site	8	9	8	4	5
CSA On-Site Focused/Focused CR	33	19	21	9	12
CSA On-Site Comprehensive	37	32	34	43	38
Total Investigations	82	60	63	56	55
Total Security Contact Reviews	1				
Total Terminal Investigations					

Narrative Overview for FY 2021 - 2023**Instructions:**

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

Projected Goals for FY 2021 - 2023

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

Projected Goals for FY 2021 - 2023 - Investigations						
Investigation Type	FY 2021		FY 2022		FY 2023	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	28	17	28	17	28	17
CSA On-Site Focused/Focused CR	29	15	29	15	29	15
CSA On-Site Comprehensive	30	24	30	24	30	24
Total Investigations	87	56	87	56	87	56
Total Security Contact Reviews	2	0	2	0	2	0
Total Terminal Investigations	0	0	0	0	0	0

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

Due to the anticipated retirement of several investigators in the unit and an unknown time frame (due to the COVID-19 pandemic) as to when we can train/hire additional investigators it is anticipated, the estimated number of investigations will remain static from 2021-2023.

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

Colorado has implemented a comprehensive compliance review program, and was one of the CSA 100% states. The compliance reviews are only conducted by Colorado State Patrol MCSAP Troopers and no other members. The program consists of one Sergeant who serves as program administrator, and who is the single point of contact for reviews and is the liaison with the FMCSA. Reviews completed by the CSP are sent to the administrating Sergeant, who reviews work products prior to the close out of the review and enforcement actions. The Colorado State Patrol program has 6 full time investigators, whose primary responsibility is complex, comprehensive reviews in the major metropolitan areas. There are also 4 other MCSAP Troopers stationed in various locations who conduct reviews on a smaller scale than the full time investigators. The CSP has a great working relationship with the FMCSA Denver office. When the 6 full time investigators are not working active investigations they are expected to be conducting inspections at stationary locations, and through traffic enforcement. The other 4 MCSAP Troopers who conduct compliance reviews also conduct safety audits and inspections. Reviews are assigned by geographic region, and based on need. Investigators may be required to travel to certain locations in the State based on need and program initiatives. Reviews are assigned and not limited to: serious accidents, formal complaints, roadside inspections, egregious violations of the FMCSR, and deficient BASICS.

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.

Reviews are assigned as the result of complaints received, CSA scores, roadside inspections and carriers involved in fatal crashes. The intervention/investigation manager assigns all investigations and closely monitors the number of investigations and completeness of each investigation on a monthly basis. The manager also provides information related to the number and type of investigations conducted for the quarterly report that is submitted to FMCSA.

The COVID-19 pandemic has significantly affected the State's ability to conduct investigations. It is expected that the number of investigations completed during FFY 2021 will be less than projected. Since March 2020, the state has been under continuous operating

restrictions, greatly inhibiting the ability of MCSAP investigators to conduct reviews.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

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

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 2015 - 2019

Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2019	12/31/2019	3831	2564
01/01/2018	12/31/2018	3391	3354
01/01/2017	12/31/2017	2814	2783
01/01/2016	12/31/2016	1755	1694
01/01/2015	12/31/2015	1639	2189

☐ 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		
01/01/2019	12/31/2019	860	860
01/01/2018	12/31/2018	767	800
01/01/2017	12/31/2017	553	553
01/01/2016	12/31/2016	686	346
01/01/2015	12/31/2015	267	265

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2019	12/31/2019	594	594
01/01/2018	12/31/2018	663	663
01/01/2017	12/31/2017	785	785
01/01/2016	12/31/2016	843	931
01/01/2015	12/31/2015	831	988

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

* All table data is the total for only those officers assigned to the MCSAP section. All data was derived from quarterly narrative reports. The State Patrol as a whole does not collect TE data specific to what is requested in this template, as a result, MCSAP manually collects and hand tallies this data. An electronic data repository for this data does not currently exist at the state level (except for # of CMV traffic stops with an inspection), so there is the possibility for error since the data will be collected manually. Beginning in FFY 2015 the state implemented procedures to collect this data to ensure it is available for use in future planning years, and it has been reported for CY 2015 only. All data collected through March 2020 has been reported to FMCSA as part of the quarterly narrative reports the state submits.

Narrative Overview for FY 2021 - 2023

Instructions:

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

The COVID-19 pandemic has significantly affected the state's ability to meet the level of effort achieved in 2004-2005. It is expected that the number of all activities completed during FY 2020 will be considerably less than projected. Due to the pandemic the MCSAP section canceled 5 Part A classes and 2 Part B classes, therefore an additional 175 officers could not be certified to conduct inspections. Additionally CSP MCSAP and road troopers were limited in the number of inspections they were able to complete due to the pandemic's mandatory restrictions enacted by the Governor, the Executive Director of CDPS, and the Chief of the Colorado State Patrol. All CSP inspectors were unable to conduct inspections from the beginning of March 2020 through Mid-June 2020. Additionally the State enacted a hiring freeze, resulting in increased attrition without the ability to fill those positions. The State

is currently under continuing restrictions and there is not an estimated date as to when all restrictions will be lifted and MCSAP and the Patrol can operate fully. As such, future inspection/investigation activity will reflect the current operating conditions and restrictions. It is anticipated that once the section is allowed to resume full activities, it will be several years before the section is fully staffed and able to conduct activities compared to previous years before the pandemic.

In addition to the limitations caused by the pandemic, it must be noted that the structure of the Patrol and MCSAP has drastically changed since 2004-2005. In 2004 and 2005 the MCSAP grant funded personnel from the Colorado State Patrol (CSP), which is a part of the Department of Public Safety, and the grant also funded 8 full-time inspectors from the Port of Entry (POE), which at the time was a part of the Colorado Department of Revenue. Grant funded personnel within the Colorado State Patrol performed inspections, compliance reviews and new entrant safety audits, while the personnel funded from the Port of Entry conducted inspections only. During FY 2005 State Patrol officers funded by the MCSAP grant conducted 5,157 inspections, 227 compliance reviews and 393 safety audits, in addition to CMV education and traffic enforcement activities. In contrast, the POE officers funded by the MCSAP grant conducted 10,979 inspections. It should be noted that all CSP field officers are required to conduct 32 inspections per year to fulfill match and MOE requirements. The total number of inspections conducted by all officers within the State Patrol and Port of Entry during FY 2005 was 61,456 per state Safetynet Data. Approximately 50% of the total inspections were conducted by the POE.

The structure of Colorado's MCSAP program was modified in August of 2010, as a result of a legislative change, when the Port of Entry lost their ability to conduct inspections. As a result of this change, the POE did not receive MCSAP funding, and more importantly the program lost the approximately 30,727 inspections the POE conducted, which included inspections conducted by both MCSAP funded and non-MCSAP funded POE officers. As a result of the change in funding the State Patrol MCSAP did add several additional officers, however, due to the large pay discrepancies between a State Patrol Trooper and a Port of Entry Officer, the section was not able to add officers on a 1 to 1 basis. Additionally, due to the increase in program requirements, the Colorado State Patrol established a training section, staffed by three uniformed officers and one Sergeant. While these officers are required to maintain minimum inspection and CR certification, their primary responsibility is to provide CMV-MCSAP training to all CMV inspectors and investigators throughout the State of Colorado.

Available Safetynet data indicates that before the legislative change in 2010, Colorado uploaded on average 59,524 inspections per year. After the POE lost the ability to conduct inspections, the average number of inspections uploaded dropped to 33,625, an average loss of 25,899 inspections per year. As indicated by FMCSA during FY 2016, the state is approximately 21,720 "activities" short of the 2004/2005 requirement. Based upon the data provided it is apparent that this difference was a direct result of the legislative change in 2010.

On July 1, 2012, with the passage of HB 12-1019, the Port of Entry was transferred from the Colorado Department of Revenue to the Colorado Department of Public Safety, Colorado State Patrol. While the transfer was primarily made to increase the state's operational efficiencies through a programmatic consolidation, POE officers did not immediately regain the ability to conduct inspections. This change has been a gradual process, as it required training and certifying POE inspectors to conduct inspections. Additionally, the 8 dedicated full-time POE inspectors were not reinstated and there are currently a fewer number of POE officers conducting inspections overall as well. With the transfer, responsibilities have changed for POE officers and they are not capable, at this time, of producing the number of inspections they had in 2004/2005. Additionally, the POE is historically understaffed due to the lengthy hiring and training process personnel are now required to undergo after transfer to a law enforcement entity.

The MCSAP program has evolved since 2004/2005 and as a result the CR process is much more time consuming than it was. A dramatic increase in pay for all CSP officers over the last 12 years, as mandated by state law, has also inhibited the ability of the program to expand, as MCSAP has not received an increase commensurate with pay increases. Increasingly, MCSAP officers are required to do more with less, which overall affects the outputs of the program in conjunction with the change that occurred in 2010.

A & I data indicates that during FY 2018, as a whole, inspectors within the state conducted 58,224 which was an approximate increase of 15% as compared to FY 2015. Additionally, CSP MCSAP funded officers conducted 575 new entrant safety audits, and 147 compliance reviews. The FAST Act requires that the state conduct 66,374 total activities to be eligible for reimbursement of traffic enforcement activities, based upon currently available FY 2018 data, the state completed a total of 58,946 activities.

The Colorado MCSAP program implemented a plan in FY 2017 to mitigate the shortfall. Before the plan was implemented all MCSAP funded officers conducted CR's, inspections and new entrant safety audits, in addition to traffic enforcement and education activities. To ensure that the state maintain the integrity of the program, through quality inspections and thorough investigations the following changes were made. Officers were divided into an inspection team and a compliance review team. Six officers were assigned to the compliance review team with the expectation that they will complete approximately 200 inspections each, as well as, 160 compliance reviews total. An additional 15 officers were assigned to the inspection team, with the expectation that they will complete approximately 500 inspections per officer, as well as, the minimum number of CR's needed to maintain certification. The inspection team will conduct new entrant safety audits as assigned and the CR team will conduct all educational safety talks. It was expected that there would be an approximate 58% increase in the number of inspections completed by MCSAP funded officers as compared to FY 2015. Additionally, in cooperation with the leadership in the Port of Entry, there was an increase in the number of POE officers who receive training and therefore have the ability to conduct Level III inspections, resulting in an increase in the number of inspections completed by the Port of Entry.

During FY 2018 the section added 2 Port of Entry officers, whose primary duty is to conduct Safety Audits. As evidenced by the increase in activities during FY 2018 it is apparent this change increased the amount of time MCSAP officers have to conduct other activities, thereby, increasing the total number of activities.

Unfortunately, due to the COVID-19 pandemic the section and the Patrol are unable to fully implement the plan created in FY 2017.

Projected Goals for FY 2021 - 2023

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2021 - 2023. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 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 2021	FY 2022	FY 2023
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	1200	1300	1400
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	100	100	100
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	250	250	250
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	825	925	1025

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
50451	143	534	51128	48499

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.

The Colorado State Patrol MCSAP unit (22 Troopers and 4 Sergeants) will implement a TACT like traffic enforcement model.

Five primary violations from both CMV's and non-CMV's will be targeted. These violations include; Lane Violations, Following Too Closely, Exceeded Safe Speed / Speeding, Failed to Yield Right of Way, and Improper Passing. Additionally, 20% or at least 1,000, of the inspections conducted by MCSAP funded officers will be as the result of a proactive traffic contact. To support the crash reduction goal, data has been analyzed to determine the busiest hours of the day and days of the week. Each Officer's schedule have or will be modified to concur with these times in support of the Traffic Enforcement goals. In conjunction with the changed schedule times, Colorado State Patrol MCSAP wide effort will include five different "Surge Events." During these events, MCSAP Troopers will partner with local HAZMAT Troopers and Port of Entry staff to help in the Traffic Enforcement arena. The MCSAP section officers will continue to utilize intelligence led policing methods including the analyzation of data trends. During FFY 2018 targeted focus will remain in the Weld County region, which includes the counties of Weld, Larimer, Morgan, and Adams. As previously stated MCSAP officers will focus on the Weld

County region and its oilfield operations through targeted enforcement and there will also be targeted high visibility enforcement on the I-70 corridor specific to the locations between Golden and Gypsum Colorado.

Part 2 Section 6 - Safety Technology

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

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

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	No
PRISM	Exceeds Full Participation	No

Available data sources:

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

Enter the agency name responsible for ITD in the State: Colorado State Patrol

Enter the agency name responsible for PRISM in the State: Colorado Department of Revenue

Narrative Overview for FY 2021 - 2023

Problem Statement Narrative and Projected Goal:

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

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

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

While the State is in full PRISM compliance, quarterly reports will continue to be submitted to FMCSA as required.

Part 2 Section 7 - Public Education and Outreach

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

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

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses. 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 2015 - 2019

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

Public Education and Outreach Activities	2015	2016	2017	2018	2019
Carrier Safety Talks	144	130	104	116	101
CMV Safety Belt Education and Outreach	127	97	63	58	83
State Trucking Association Meetings	8	17	18	19	20
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	4	5	6	6	6
Teen Safety Events	4	4	0	2	0

Narrative Overview for FY 2021 - 2023

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

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

To provide commercial vehicle educational materials and safety presentations to the public to promote highway safety and to reduce the number of reportable commercial vehicle involved crashes by 2% as compared to the average number of crashes occurring from calendar year 2015 through calendar year 2019. The uniformed officers and sergeants assigned to the MCSAP and MCPT sections conduct public education and awareness activities. To provide commercial vehicle enforcement training and guidance to Colorado law enforcement agencies and the citizens of Colorado.

Personnel will provide educational CMV safety information to members of the CMV industry and the public to ensure that adequate safety precautions are recognized and placed into practice before, during, and after the operation of a CMV, to include non-CMV's and pedestrians operating around a CMV. Outreach activities are varied, some events are conducted at large scale venues, such as the Budweiser Events Center, while others are completed at the carrier's principal place of business, or hotel conference rooms and insurance offices. Additionally, officers conduct safety talks at the Colorado Motor Carriers Association offices in Denver and Grand Junction. In addition to specific topics, officers address distracted driving, impaired driving, seatbelt usage, and driving behavior which has shown to lead to CMV involved crashes when conducting safety talks. Teen safety events are conducted during school events targeting new drivers and how they interact in and around CMV traffic. Additionally, talks target elementary and school age children, as it is believed that children can impact and advocate safe driving behavior for adults driving around CMV's. Personnel within the MCSAP section will develop and implement a unified carrier outreach program which will include detailed information related to compliance with the FMCSR's and applicable state statute.

Beginning in FFY 2019, MCSAP officers include a comprehensive overview on truckers against trafficking in all safety presentations. Additionally, MCSAP officers via the section's website will distribute a power point presentation detailing compliance information

related to the FMCSR's and applicable state statutes. Training, including the power point data, will be provided to identified carriers on a quarterly basis and results will be included in the quarterly report submitted to FMCSA.

Projected Goals for FY 2021 - 2023

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

			Performance Goals		
Yes	No	Activity Type	FY 2021	FY 2022	FY 2023
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	35	44	44
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	12	12	12
<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	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	1	1	1

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

Colorado State Patrol personnel will continue to promote safe commercial vehicle driving behaviors through educational safety presentations. As a result, the number and type of safety presentations will be reported to FMCSA on the SF-PPR each quarter as required.

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

Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. You must select 'yes' to make changes.

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

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 2021 - 2023.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2021	Goal for FY 2022	Goal for FY 2023
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

****2022 ECVSP UPDATED Rating Date: Data current as of June 25, 2021

Narrative Overview for FY 2021 - 2023

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

During CY 2018 and CY 2019 the Colorado State Patrol MCSAP experienced several issues with crash data. A new data collection system implemented by the Department of Revenue, which is the official data repository for the state, resulted in a decrease in the number of CMV reportable crashes available to MCSAP staff for entry, due to this change crash timeliness was negatively impacted. While the issue was eventually corrected, a new issue arose when the Colorado State Patrol implemented a new CAD/Crash tool for their officers. This change prohibited ALL crashes investigated by the Colorado State Patrol to be uploaded into DOR's new system. The Patrol's information technology and business intelligence unit worked tirelessly with DOR for months to correct the issue.

As a result of these two issues, crash timeliness in the state decreased which impacted the rating for this category. While the issues have been addressed and new processes have been implemented, in the future, it is critical that data entry staff in MCSAP remain involved and apprised of any technology changes within the Patrol and DOR that may impact the ability to obtain crash data.

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

Manager(s) and data entry staff within the MCSAP section will continuously monitor crash data received from the Department of Revenue to ensure that MCSAP receives ALL crash data in a timely manner. Management and applicable staff members within the MCSAP section will monitor A&I regularly to ensure the crash timeliness rating, as well as all rating categories, remain "Good". Additionally staff will monitor fatal crash data distributed by VOLPE and make any changes necessary to ensure all fatal crashes are complete and entered into Safetynet within required time frames.

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.

To maintain an overall "Good" rating as well as "Good" ratings for each individual category. Staff will monitor A&I at least monthly and progress will be reported to FMCSA via quarterly reports.

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. You must complete the safety audit data questions for the current year. You must select "yes" to make changes.

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

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 2015 - 2019

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

New Entrant Safety Audits	2015	2016	2017	2018	2019
Interstate	481	440	442	552	557
Intrastate					
Total Audits	481	440	442	552	557

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

Narrative Overview for FY 2021 - 2023

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

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	07/08/2021
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	1047
Current Number of Past Dues	13

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 2021 - 2023

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

Projected Goals for FY 2021 - 2023 - New Entrant Safety Audits						
	FY 2021		FY 2022		FY 2023	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	37	0	38	0	39	0
# of Safety Audits (Offsite)	488	0	496	0	502	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	525	0	534	0	541	0
# of Non-Audit Resolutions	400	0	400	0	400	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.

Data obtained from MCMIS indicates that during the past 5 years, there has been an average of 495 New Entrant Audits conducted by Colorado State Patrol MCS officers each year. MCMIS data also indicated there was an average of 701 Interstate carriers added to MCMIS. Utilizing these averages, the proposed number of audits to be assigned in FFY 2021 is 775. Using a 2% increase each year, in FFY 2022 it is proposed that there will be 791 audits assigned and 807 in FFY 2023.

Utilizing a 3 year average, it has been determined that approximately 32% of audits assigned are resolved by non-audit resolutions. Based on this information, it is anticipated that in FY 2021 - 250 assigned audits will be resolved by non audit resolution, in FY 2022 - 251, and in FY 2023 - 254. Due to the implementation of the offsite audit process, it is not anticipated that group safety audits will be necessary. Colorado does not intend to perform intrastate safety audits at this time.

Activity Plan for FY 2021 - 2023: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

To ensure that all New Entrant assignments are resolved by means of a safety audit or through non-audit resolution, the New Entrant Coordinator will assign audits on a weekly basis. Additionally, expedited audits will be assigned immediately and resolved within 60 days of assignment.

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

The number of New Entrant assignments resolved. The number of New Entrant carriers that pass the safety audit.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2021 - 2023).

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

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

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

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2021 - 2023

Enter your State's OOS Catch Rate percentage if below 85 percent: 73%

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

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

***FY 2022 Updated Catch Rate

To increase the State of Colorado's "catch rate" for carriers operating in violation of an OOS order for Imminent Hazard and Unsat=Unfit from 73%* to >=85% during FFY 2021, FFY 2022, and FY 2023.

*FY 2021 YTD Catch Count Reported via A&I Activity Dashboard OOS Catch Rate Report as of May 2021.

Program Activities for FY 2021 - 2023: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

The state will continue to require all Colorado State Patrol inspectors to clear vehicles through Query Central to verify OOS status. All inspectors have access to CVIEW and Aspen 3.0 enabling officers to double-check OOS status when conducting inspections. During FFY 2015 and FFY 2016, inspectors have received training in the use of C-VIEW and the system has been made available to all certified inspectors within the state. It is anticipated that the training that has occurred and increased access to this system will continue to positively affect the identification of those carriers contacted and labeled as imminent hazard and unsat. There are issues with connectivity in remote areas of the state, and occasionally officers are unable to verify OOS status which will affect the percentage identified. The total number of inspections conducted on OOS carriers is less than 0.0002% of the total number of inspections conducted.

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.

Continued monitoring of OOS reports produced by FMCSA, all anomalies will be investigated and inspecting officers contacted when necessary. The number of officers contacted will be reported on quarterly reports. Additionally, current OOS identification rates will be reported quarterly.

Part 3 Section 2 - Passenger Carrier Enforcement

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

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

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2021 - 2023

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

As reported by the Analysis and Information website, there were a total of 182 fatal and non-fatal crashes involving buses occurring in the State of Colorado during CY 2018. On average from CY 2015 to CY 2019 there were a total of 204 passenger vehicle fatal and non-fatal crashes per year.*

A review of the state's Safetynet crash data during CY 2018 indicates that the majority of reportable passenger carrier crashes in the state occur within the counties of Denver, Arapahoe, Adams, and El Paso. The Colorado State Patrol will work with local law enforcement and members of the passenger carrier industry operating within these counties to educate both motorists and pedestrians of the proper safety precautions and driving behaviors that should be instituted in conjunction with passenger carrier vehicles.

Additionally, migrant worker transportation in rural areas is a special emphasis area identified by FMCSA. Data obtained from the FMCSA Colorado Division Office indicates that of July 29, 2020, there were zero crashes in Colorado involving migrant worker carriers, therefore, a specific state objective is not required to address this emphasis area.

*Data snapshot as of May 29, 2020

** State Safetynet database as of July 6, 2020

Projected Goals for FY 2021 - 2023: Enter the performance goal for the three year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2021, 2022 and 2023 must also be included.

To reduce the total number of passenger carrier crashes occurring within the State of Colorado during FY 2021, 2022, and 2023 by 2% per year as compared to the average number of crashes occurring from CY 2015 through CY 2019 (204). To reduce the total number of reportable passenger carrier crashes occurring within the counties of Denver, Arapahoe, Adams, and El Paso by 2% as compared to CY 2018.

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

Personnel will conduct 150 inspections per year on motorcoach and passenger carriers during FY 2021, FY 2022, and FY 2023. Inspections will be performed in conjunction with team operations and special operations, such as, Quickstrike, and through regular inspection activities. Inspections will be performed with an emphasis on terminal and destination inspections and the identified counties when feasible. Additionally, personnel will conduct 5 CSA on-site comprehensive reviews per year from FY 2021 through FY 2023 on passenger carriers identified through the Safety Management System.

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.

The number of motorcoach/passenger carrier inspections completed by CSP MCSAP inspectors. The number of team operations conducted. The number of driver violations. The number of OOS driver violations. The number of vehicle violations. The number of OOS vehicle violations.

The number of and results of CSA on-site comprehensive reviews conducted on passenger carriers. The number of total and acute/critical violations discovered. The number of enforcement actions taken as a result of reviews.

Part 3 Section 3 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2020 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2020 CVSP.

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

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2020 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

To identify potential data collection and consistency issues through the review of RDR's within the DataQ's system and the monitoring and examination of CMV inspection reports; and to provide training and education to inspectors when issues are identified. From October 1, 2019 through July 6, 2020, on average a total of 76% of RDR's received were closed within 0-14 days.

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

The number and type of RDR's received and closed during each quarter, ensuring that all RDR's are resolved to the satisfaction of all parties and that $\geq 80\%$ of all RDR's are closed within 0-14 days.

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

From October 1, 2019 through July 6, 2020 a total of 1,250 RDR's were received. Of the 1,250 RDR's received, 946 or 76% were closed within 0-14 days.

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

Consistency and data quality during the inspection process are key issues in the State of Colorado. While all inspectors receive MCS training and updates throughout the year, there are inconsistencies during the inspection process due to individual inspector interpretation and discretion. Officer discretion is encouraged, however, it is imperative for the state to provide on-going training and monitoring to ensure that all inspectors are aware of programs goals and objectives; that they accurately and completely document violations during roadside inspections; and that all officers have access to, and correctly utilize the inspection selection process.

Part 3 Section 4 - State Specific Objectives – Future

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

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

Instructions:

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

Describe any State-specific objective(s) identified for FY 2021 - 2023. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Inspection Data Collection & Consistency

Narrative Overview for FY 2021 - 2023

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

Consistency and data quality during the inspection process are key issues in the State of Colorado. While all inspectors receive MCS training and updates throughout the year, there are inconsistencies during the inspection process due to individual inspector interpretation and discretion. Officer discretion is encouraged, however, it is imperative for the state to provide on-going training and monitoring to ensure that all inspectors are aware of programs goals and objectives; that they accurately and completely document violations during roadside inspections; and that all officers have access to, and correctly utilize the inspection selection process.

Projected Goals for FY 2021 - 2023:

Enter performance goal.

>=80% of all RDR's are closed within 0-14 days.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

Monitor the number and type of RDR's received to ensure that issues are adequately researched in a timely manner and communicated to the MCPT Sergeant for inclusion in the training bulletin when applicable.

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.

The number and type of RDR's received and closed during each quarter, ensuring that all RDR's are resolved to the satisfaction of all parties and that >=80% of all RDR's are closed within 0-14 days.

State Objective #2

Enter the title of your State-Identified Objective.

Enforcement

Narrative Overview for FY 2021 - 2023**Problem Statement Narrative: Describe problem identified by performance data including baseline data.**

To impact crash reduction, the state must increase the number of enforcement activities conducted to include inspectors outside of the MCSAP section but within the Colorado State Patrol. Due to increased population, current activity mandates, and the inability to increase MCSAP personnel due to various restrictions, the unit cannot increase enforcement activities during regular duty time. Therefore MCSAP OT grant funds will be utilized to increase activities among MCSAP inspectors/investigators and all certified inspectors within the Colorado State Patrol.

Projected Goals for FY 2021 - 2023:**Enter performance goal.**

Expand participation, to include certified inspectors outside of the MCSAP unit for participation, in CVSA sponsored enforcement operations/waves, FMCSA mandated strike-force weeks, and focused enforcement waves utilizing overtime funds. Increase the number of inspections and CMV traffic enforcement activities hosted by MCSAP.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

Increased participation in Operation Safe Driver, Brake Safety Week, unannounced brake safety day, International Road Check, FMCSA Passenger Carrier Strikeforce, Controlled Substance and Alcohol Strikeforce, as well as, CSP MCSAP sponsored CMV enforcement waves/activities.

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.

Activities participated in, number of CSP MCSAP sponsored CMV enforcement waves/activities.

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	\$7,552,723.00	\$397,512.00	\$7,950,235.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,192,535.00
MOE Baseline:	\$202,714.80

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):	\$1,192,535.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
POE II Officers	11	100.0000	\$94,585.00	\$1,040,435.00	\$1,040,435.00	\$0.00	\$0.00
Civilians	6	94.0000	\$65,336.00	\$368,495.04	\$368,495.04	\$0.00	\$23,520.96
State Funded Level I Inspections	1000	0.0000	\$35,120.00	\$0.00	\$0.00	\$0.00	\$35,120.00
State Funded Level II-V Inspections	4475	0.0000	\$104,760.00	\$0.00	\$0.00	\$0.00	\$104,760.00
MCSAP Sergeant	4	75.0000	\$116,085.00	\$348,255.00	\$348,255.00	\$0.00	\$116,085.00
MCSAP Captain	1	50.0000	\$131,671.00	\$65,835.50	\$65,835.50	\$0.00	\$65,835.50
Uniformed Officers	22	87.0000	\$98,781.00	\$1,890,668.34	\$1,493,156.34	\$397,512.00	\$282,513.66
Subtotal: Salary				\$3,713,688.88	\$3,316,176.88	\$397,512.00	\$627,835.12
Overtime Project Costs							
MCSAP Officers	22	14.0000	\$185,714.00	\$571,999.12	\$571,999.12	\$0.00	\$0.00
Non-MCSAP Inspector OT	50	2.0000	\$196,857.00	\$196,857.00	\$196,857.00	\$0.00	\$0.00
Subtotal: Overtime				\$768,856.12	\$768,856.12	\$0.00	\$0.00
TOTAL: Personnel				\$4,482,545.00	\$4,085,033.00	\$397,512.00	\$627,835.12
Accounting Method:	Accrual						

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

Calculations are based on current salary derived directly from the state payroll system as of July 1, 2021. As previously indicated, there is 1 Captain, 22 uniformed officers, 4 Sergeants, 11 POE II officers, and 6 civilian staff assigned to the MCSAP section. All of the uniformed officers in the section conduct inspections, compliance reviews, safety audits, and public outreach and education duties. Additionally, several officers are responsible for coordinating and implementing MCSAP related training for all certified inspectors/officers within the State of Colorado.

Overtime costs are based on averages derived from previous year(s) spending, as well as, current staffing levels, future needs and salary. Costs are based upon 22 uniformed MCSAP officers dedicating 4% of their time (salary) to overtime activities.

To satisfy MOE requirements, all Colorado State Patrol uniformed personnel are required to perform 32 inspections per year. The time spent conducting these inspections, is paid 100% by State HUTF funds. It is estimated that these officers will conduct at least 1,000 Level I inspections (45 minutes per inspection) and 4,475 Level II-V (30 minutes per inspection) inspections at an average hourly rate of \$46.82. The following calculation was used for the MOE and match Expenditures. As previously stated, hourly MOE rates are based on **AVERAGES** as there are over 500 inspectors within the Colorado State Patrol that conduct match inspections. Each inspector is compensated at a different pay level depending upon their Trooper/Corporal designation, with different benefit selections that impact hourly salary averages. Additionally POE officers are considered a completely separate personnel class, again, with differing pay levels based upon position (POE I, POE II, etc). As such **hourly salary averages** for the Trooper and POE Class are utilized. Actual time each inspector spends conducting inspections is recorded in the SafetyNet database, however, the State does not query each inspection conducted to calculate exact time per inspection for MOE purposes. **CVSA estimates dictating average time to conduct each level of inspection** is utilized in the MOE calculation. ***It should be noted that due to the COVID pandemic, it is expected that the number of inspections conducted by field officers will be dramatically reduced, however, the state anticipates that it will meet match and MOE requirements as a result of MCSAP salaries and benefits paid directly by the Colorado State Patrol.

Level 1 - 1000 inspections x \$46.82 x 45 minutes (average time per inspection) = \$35,120

Level II-V - 4475 inspections x \$46.82 x 30 minutes = \$104,760

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: Aggregated Rate - documentation added to 'My Documents' to describe rate calculation

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
MCSAP Captain	38.0000	50.0000	\$131,671.00	\$25,017.49	\$25,017.49	\$0.00	\$0.00
Uniformed Officers	38.0000	100.0000	\$1,495,582.00	\$568,321.16	\$568,321.16	\$0.00	\$0.00
Uniformed Officers MOE	38.0000	0.0000	\$677,600.00	\$0.00	\$0.00	\$0.00	\$257,488.00
MCSAP Sergeant	37.0000	100.0000	\$348,255.00	\$128,854.35	\$128,854.35	\$0.00	\$0.00
POE Officers	38.0000	100.0000	\$1,040,435.00	\$395,365.30	\$395,365.30	\$0.00	\$0.00
Civilians	37.0000	100.0000	\$367,548.00	\$135,992.76	\$135,992.76	\$0.00	\$0.00
Civilian MOE	37.0000	0.0000	\$24,468.00	\$0.00	\$0.00	\$0.00	\$9,053.16
MCSAP Sergeant MOE	37.0000	0.0000	\$116,085.00	\$0.00	\$0.00	\$0.00	\$42,951.45
State Funded Level I Inspections	38.0000	0.0000	\$35,120.00	\$0.00	\$0.00	\$0.00	\$13,345.60
State Funded Level II-V Inspections	38.0000	0.0000	\$104,760.00	\$0.00	\$0.00	\$0.00	\$39,808.80
TOTAL: Fringe Benefits				\$1,253,551.06	\$1,253,551.06	\$0.00	\$362,647.01

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

The overall fringe benefit rate is derived utilizing current payroll and fringe benefit reports for both uniformed and civilian positions, including anticipated increases and/or changes as mandated by the legislature. The overall rate is


an **average** for uniform and civilian classifications, since each individual position could have a slightly different fringe rate based upon benefit elections.

Fringe benefits are variable as they are based upon the salary, class, and position of each individual employee within the State of Colorado. Fringe benefits are pre-determined based upon individual class and position, are required by State Law and can and do change annually based upon legislative recommendations.

The following fringe rates are a percentage of each position's salary that the State contributes towards retirement, short-term disability (STD), and medicare.

PERA Retirement	STD	Medicare
Uniformed - 19.25%	0.190%	1.45%
Civilian - 16.55%	0.190%	1.45%

Payment of medical, dental, and life insurance benefits will depend on the individual employee selections, such as coverage for employee only versus family coverage, as well as the specific plan each employee selects. These amounts generally increase on an annual basis at the beginning of the new State Fiscal Year based upon recommendations from the Governor and State Legislature. Following is a breakdown of premiums beginning July 1, 2021.



COLORADO
 Division of Human Resources
Department of Personnel & Administration

FY 2021-22 State of Colorado Medical Premiums July 1, 2021 - June 30, 2022				
<small>NOTICE: Employee Contributions will be subject to a \$75 tobacco surcharge if an employee is currently using tobacco product(s) and does not wish to participate in a cessation program.</small>				
Plan	Tier	Total Premium	State Contribution	Employee Contribution
HDHP HSA qualified plan (Cigna)	Employee Only	\$697.68	\$673.44	\$24.24
	Employee + Spouse	\$1,344.94	\$1,199.22	\$145.72
	Employee + Child(ren)	\$1,235.00	\$1,180.00	\$55.00
	Ee + Sp + Child(ren)	\$1,881.10	\$1,648.88	\$232.22
Co-Pay Basic (Cigna)	Employee Only	\$703.86	\$667.90	\$35.96
	Employee + Spouse	\$1,410.46	\$1,231.82	\$178.64
	Employee + Child(ren)	\$1,290.28	\$1,224.18	\$66.10
	Ee + Sp + Child(ren)	\$1,995.52	\$1,744.24	\$251.28
Co-Pay Plus (Cigna)	Employee Only	\$722.72	\$637.66	\$85.06
	Employee + Spouse	\$1,448.62	\$1,179.68	\$268.94
	Employee + Child(ren)	\$1,325.12	\$1,177.30	\$147.82
	Ee + Sp + Child(ren)	\$2,049.64	\$1,641.56	\$408.08
HDHP HSA qualified plan (Kaiser Permanente)	Employee Only	\$611.34	\$585.56	\$25.78
	Employee + Spouse	\$1,212.24	\$1,055.70	\$156.54
	Employee + Child(ren)	\$1,104.92	\$1,053.60	\$51.32
	Ee + Sp + Child(ren)	\$1,706.24	\$1,509.22	\$197.02
Co-Pay Basic (Kaiser Permanente)	Employee Only	\$641.78	\$606.98	\$34.80
	Employee + Spouse	\$1,331.58	\$1,159.34	\$172.24
	Employee + Child(ren)	\$1,207.40	\$1,141.82	\$65.58
	Ee + Sp + Child(ren)	\$1,898.78	\$1,614.66	\$284.12
Co-Pay Plus (Kaiser Permanente)	Employee Only	\$677.28	\$622.86	\$54.42
	Employee + Spouse	\$1,406.04	\$1,161.22	\$244.82
	Employee + Child(ren)	\$1,274.76	\$1,158.52	\$116.24
	Ee + Sp + Child(ren)	\$2,005.16	\$1,617.36	\$387.80

This premium information reflects the State funding level as currently reflected in the Long Bill, which is in the final stages of the legislative process. Should these employer contribution amounts change, the State and employee contributions will be adjusted accordingly among the four coverage levels. If adjusted contributions become necessary, a revised chart will be made available on our website www.colorado.gov/dhr/benefits and sent to your department's benefits, payroll, and HR staff. Watch for communication from EBU or from your department for any updates. However, do not delay your open enrollment until the last minute.



FY 2021-22 State of Colorado Vision Premiums July 1, 2021 - June 30, 2022				
Plan	Tier	Total Premium	State Contribution	Employee Contribution
Vision Basic	Employee Only	Included w/ medical	Included w/ medical	Included w/ medical
	Employee + Spouse	Included w/ medical	Included w/ medical	Included w/ medical
	Employee + Child(ren)	Included w/ medical	Included w/ medical	Included w/ medical
	Ee + Sp + Child(ren)	Included w/ medical	Included w/ medical	Included w/ medical
Vision Enhanced	Employee Only	\$4.40	\$0.00	\$4.40
	Employee + Spouse	\$8.36	\$0.00	\$8.36
	Employee + Child(ren)	\$8.80	\$0.00	\$8.80
	Ee + Sp + Child(ren)	\$12.94	\$0.00	\$12.94
FY 2021-22 State of Colorado Dental Premiums July 1, 2021 - June 30, 2022				
Plan	Tier	Total Premium	State Contribution	Employee Contribution
Dental Basic	Employee Only	\$36.78	\$32.34	\$4.44
	Employee + Spouse	\$69.74	\$53.46	\$16.28
	Employee + Child(ren)	\$73.02	\$57.78	\$15.24
	Ee + Sp + Child(ren)	\$105.98	\$78.00	\$27.98
Dental Basic Plus	Employee Only	\$42.10	\$23.14	\$18.96
	Employee + Spouse	\$80.10	\$34.82	\$45.28
	Employee + Child(ren)	\$83.90	\$38.20	\$45.70
	Ee + Sp + Child(ren)	\$121.94	\$48.98	\$72.96
<small>This premium information reflects the State funding level as currently reflected in the Long Bill, which is in the final stages of the legislative process. Should these employer contribution amounts change, the State and employee contributions will be adjusted accordingly among the four coverage levels. If adjusted contributions become necessary, a revised chart will be made available on our website www.colorado.gov/dhr/benefits and sent to your department's benefits, payroll and HR staff. Watch for communication from EBU or from your department for any updates. However, do not delay your open enrollment until the last minute.</small>				

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Jared Polis, Governor | Kara Veitch, Executive Director



Paid leave is also a fringe benefit for all state employees. Employees earn leave according to time in state service as established by the State Personnel Board Rules and Administrative procedures. Leave accrual is calculated and credited based upon current position status, such as full-time, part-time, temporary etc. Each eligible full-time employee receives 6.66 hours of sick leave per month or a pro-rated amount if part-time. Annual and sick leave are credited on the last working day of the month and annual accruals are credited as follows:

Years (Months) of Service	Hours/Month (prorated for part-time employees)	Maximum Accrual That May Be Compensated Upon Separation or Carried Into New Fiscal Year
1st through 5th (60 month)	8 hours (1 day)	192 hours (24 days)
6th (61st month) through 10th (120th month)	10 hours (1¼ days)	240 hours (30 days)
11th (121st month) through 15th (180th month)	12 hours (1½ days)	288 hours (36 days)
16th (181st month) on	14 hours (1¾ days)	336 hours (42 days)

Following are the holidays observed and paid by the State to eligible employees:



Fiscal Year 2021-22

State of Colorado Holiday Schedule

As defined in C.R.S. 24-11-101, the legal holidays for fiscal year 2021-22 will be observed as follows:

Monday, July 5, 2021	Independence Day
Monday, September 6, 2021	Labor Day (1 st Monday in September)
Monday, October 4, 2021	Frances Xavier Cabrini Day (1 st Monday in October)
Thursday, November 11, 2021	Veterans Day
Thursday, November 25, 2021	Thanksgiving Day (4 th Thursday in November)
Friday, December 24, 2021	Christmas Day
Friday, December 31, 2021	New Year's Day
Monday, January 17, 2022	Martin Luther King, Jr. Day (3 rd Monday in January)
Monday, February 21, 2022	President's Day (3 rd Monday in February)
Monday, May 30, 2022	Memorial Day (last Monday in May)

Agency directors have the discretion to grant requests for César Chávez Day (March 31) in lieu of another holiday within the same fiscal year. When granting such requests, the agency must be open and minimally operational on both days (holiday and March 31) and employees must be able to perform work.

Frances Xavier Cabrini Day (first Monday in October), a legal holiday, replaces Columbus Day (second Monday in October). This was passed by the legislature on March 10, 2020 and signed into law by Governor Polis on March 20, 2020.

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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
FMCSA MCSAP Planning Meeting	4	4	100.0000	\$8,000.00	\$8,000.00	\$0.00	\$0.00
Routine MCSAP Related In-State Travel	26	3	100.0000	\$27,500.00	\$27,500.00	\$0.00	\$0.00
Mileage	31	0	100.0000	\$3,000.00	\$3,000.00	\$0.00	\$0.00
FMCSA IT Workshop	4	5	100.0000	\$8,000.00	\$8,000.00	\$0.00	\$0.00
Challenge Competition	1	5	100.0000	\$2,000.00	\$2,000.00	\$0.00	\$0.00
CVSA Spring Conference	4	5	100.0000	\$8,000.00	\$8,000.00	\$0.00	\$0.00
CVSA Fall Conference	4	5	100.0000	\$8,000.00	\$8,000.00	\$0.00	\$0.00
Uniformed CSP MCSAP Training	100	5	100.0000	\$25,400.00	\$25,400.00	\$0.00	\$0.00
CVSA Board Meeting(s)x2	1	10	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
TOTAL: Travel				\$93,900.00	\$93,900.00	\$0.00	\$0.00

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

Routine MCSAP-Related Travel

In-state travel is necessary to enable the Colorado State Patrol MCSAP Inspectors to provide adequate coverage within the State of Colorado. In order to provide coverage to the entire State in a cost efficient manner, a number of overnight stays are necessary. Travel is necessary, at times, to perform compliance reviews, saturation patrols, team operations in high crash corridors, and safety audits within the State. Reimbursement is based upon the current per diem rates and current state fiscal rules in regards to in and out times and the number of miles traveled.

Additionally, since **ALL** uniformed officers within the Patrol are required to conduct 32 inspections per year, these officers must attend Part A, Part B, General Haz Mat, Cargo Tank, and Other Bulk Package training. Since officers are stationed throughout the state, some must travel to the training center located in Golden. While each individual troop office has paid for this travel in the past, due to state budget constraints it is not possible for the state to continue to pay travel costs out of the state budget. As such, a request was made from CSP Troop Captains that the MCSAP unit include these costs in the grant budget. It is anticipated that approximately 100 officers will need to travel within the next year to participate in the MCSAP training. Each of these officers will document travel on an approved expense report form which will be reviewed and approved by the MCSAP Sergeants and Captains. Officers required to travel will be reimbursed for the standard per diem and lodging expenses as approved by the State of Colorado. Following are estimates for this travel utilizing current per diem rates:

Meals= \$7100

Incidentals = \$500

Lodging= \$17,800 (average cost)

All travel estimates are calculated based upon previous spending and anticipated costs for airfare, lodging, baggage, per diem, transportation, etc. It is impossible to determine exact amounts for each conference due to unknown and

multiple locations for each meeting. Location and duration will ultimately determine the final cost of airfare, per diem, lodging, etc. ONLY ACTUAL TRAVEL COSTS ARE PAID AFTER TRAVEL IS COMPLETE

In State travel estimates are based upon previous spending, as supervisors within the unit determine the length, location, personnel and number of MCSAP operations to be conducted throughout the year. ONLY ACTUAL TRAVEL COSTS ARE PAID AFTER TRAVEL IS COMPLETE.

Mileage

Mileage reimbursement is approved for staff that do not have an assigned state vehicle or access to a state vehicle. Travel to meetings and required alternate work locations are examples of reimbursable mileage, however, state policy determines mileage reimbursement. Current mileage reimbursement rate is established by Colorado Revised Statute (CRS) 24-9-104(2).

FY2022 UPDATE per BIL

CVSA Board Meeting

The Captain of the MCSAP unit is chair of CVSA's Enforcement and Industry Modernization Committee and as a result is required to serve on the board and attend board meetings. All board meetings are focused upon strategic planning and coordination between MCSAP agencies and CVSA in the implementation of motor vehicle safety efforts as proposed in each state's CVSP. Board members also work collaboratively with FMCSA on various subject matters relevant to both and the implementation of MCSAP requirements at the state level. Board meetings are a critical aspect as they allow the chair of each committee to ensure that coordination between each group. Additional justification, including content discussed will be submitted with travel reimbursement requests. The purpose of the enforcement and industry modernization committee is to identify technological advancements that can be leveraged to improve CMV safety and enhance the performance, quality, and uniformity of CMV inspections and enforcement related activities.

Costs are based upon an average, as it is impossible to determine final cost of airfare, per diem, lodging without knowing location. Additionally, due to inflation fluctuations, costs for airfare, etc can be variable. ONLY ACTUAL TRAVEL COSTS ARE REIMBURSED AFTER TRAVEL IS APPROVED AND COMPLETED.

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
Performance Based Brake Tester Trailer	1	\$191,928.03	100	\$191,928.03	\$191,928.03	\$0.00	\$0.00
TOTAL: Equipment				\$191,928.03	\$191,928.03	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

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

The unit currently has 2 Performance Based Brake Trailers that were purchased using state funds. This request is to add an additional PBBT for deployment. The unit comes with a standard three-year warranty, maintenance agreement, and training. Following is the breakdown of the cost, as well as the capabilities and specifications of the unit:

Pricing and Scope of Supply

VIS Model: VIS-TF-RL (PBBT and peripherals) -----\$159,835.00
 Additional 12 Flat Ramps-----\$17,945.28
 Additional 2 year warranty/calibration-----\$8,990.00
 Training/Commissioning-----included
 Shipping/ Delivery-----\$5157.75

Total purchase price: \$191,928.03

Capabilities: The system is manufactured to the upmost robust nature and is intended to be used daily as part of a regulatory agencies commercial vehicle safety plan in the assessment of commercial vehicles braking performance. The system is capable of performing brake tests of on-highway commercial vehicles including significantly overloaded combination vehicles. The system quickly provides performance results in accordance with FMCSR 393.52 (q) on a large number of over the road vehicles. While greatly reducing, the time taken to perform such a function when compared to current manual inspection methods of commercial vehicle brakes. The VIS-check PBBT can measure the braking performance of the overall vehicle and the wheel end regardless of energy supply such as air, hydraulic, electric or brake foundation type such as disc, wedge or "s" cam.

Specifications: VIS-Check Model VIS-TF-RL The PBBT is approved to FMCSA Functional Specifications as called out in the Notice of Final Determination Guidelines of "Development of Functional Specifications for Performance-

Based Brake Tester Used to Inspect Commercial Motor Vehicles” (65 FR 48799) US DOT FMCSA-98-3611 (Federal Register / Vol. 65, No. 154 / Wednesday, August 9, 2000 p. 48809)

The PBBT can operate with up to 20,000 lb. per wheel end or 40,000 lb. per axle. Any vehicle limitations are clearly documented and outlined in the VIS operator manual.

The PBBT can operate in ambient temperatures ranging from -30 F to 120 F.

The PBBT can operate in relative humidity ranging from 5 to 100 percent over the operating temperature range listed above.

All controls and computer readouts are visible to the operator in direct sunlight.

All exposed surfaces of the PBBT are finished in a corrosion-resistant powder coat finish that can withstand repeated abrasion associated with normal machine usage, as well as protect the painted surfaces from corrosion due to water, road salt, or other de-icing chemicals. Protective coatings are unaffected by residual contact with gasoline, diesel fuel, and oils.

All exposed surfaces are resistant to degradation from ultraviolet light including coatings, hoses and unpainted plastic parts.

PBBT Trailer – the unit is equipped with an integrated trailer. The trailer has a valid U.S. DOT certification label. All lighting, markings, brakes, wheels, tires and safety attachment devices are compliant with Attachment E 49 CFR 393 and 49 CFR 571.

Trailer Specifications pertinent to towing requirements-

Receiver type- 2” ball diameter

Gross trailer weight (GTW) - 5700 lbs. with ramps/accessories

Trailer tongue weight (TW) - 650 lbs. with ramps/accessories

Safety chains required- Yes (class III recommended)

Trailer brake type- Electric Trailer electrical connector and voltage- 7 pin x 12 volts

Ball mounts drop or rise requires determination with tow vehicle

The PBBT is equipped with a secured full-size spare tire and rim compatible with the existing tire/rim currently mounted to trailer. All tools required to change a tire are included with the unit.

VIS-Check PBBT deployment and tear down time- It takes a skilled operator no longer than 30 minutes to setup or tear down the portable machine. Ramp sections do not exceed 50lbs.

Brake test rollers have a permanent, hardened steel friction surface for a coefficient of friction of 0.7 dry / 0.6 wet. Roller surface technology does not require resurfacing or maintenance and has a proven useful service life of 15+ years. Roller drive chains do not require periodic adjustment.

Deliverables- (2) two copies plus an electronic copy of the following documentation is provided with the PBBT: Operation manual, Maintenance Manual, Calibration Procedure

The system provides step-by-step prompting throughout the entire test, provides “pass” or “fail” indicators after each axle test and after the test. The PBBT is easy to use and real time test feedback is compliant with the CVSA “North American Standard Inspection Procedure for Performance-Based Brake Testing”.

The PBBT system includes a hand control pendant that is used to select test type, input vehicle identifiers and control the test. Hand control pendant also has an integrated warming feature to maintain a constant 42-48 degrees. An additional hand controller, hand controller cable and download cable is provided in the scope of supply as a back-up.

The system is operated manually via a hand-held controller with its own LED display screen that displays real time test results to the operator. Hand Controller LED displays up to 14 different parameters for each axle or wheel end to include weight, rolling resistance, deceleration and “Pass” or “Fail”. Should an axle fail minimum requirements, the operator has the option to retest that axle. Should an invalid test occur, the fault description will be displayed until operator acknowledges fault for retest or continuation of test.

The PBBT system automatically provides an easy-to-interpret report at the end of the test. The report data includes vehicle and inspector identifiers, “Pass” or “Fail” in accordance with applicable FMCSR 393.52, validity of test and advisory wheel position results.

Mud, dirt, snow, or road grime do not negatively affect or degrade PBBT performance and/or equipment reliability. PBBT test surface does require inspection and if necessary periodic cleaning.

The VIS portable PBBT degree of protection is IP 65.

The PBBT operates on sealed or unsealed surface types – The VIS Check portable PBBT may be set up on Asphalt, Bitumen, Gravel, Sand, Rock & Dirt. The Vis-Check portable PBBT has a ground clearance of 10.5 inches with a jockey wheel installed.

The VIS portable PBBT is bi-directional and can be operated from either end of the machine.

The system is equipped with two clearly labeled emergency stops located at each end of the machine. The PBBT has an integral weighing feature to be used in the calculation of brake performance (dynamic weighing during braking procedure) and is also capable of being used as a static scale for vehicle screening. The weighing configuration is piezo based.

The brake tester is capable of measuring individual wheel weights and provides individual wheel, axle and total weight reports.

The system provides forward engineered capabilities for future wheel end deceleration testing as may be specified by federal or state regulatory amendments and dynamic weight calculation.

The VIS portable PBBT is supplied with all aluminum ramps. An adequate number of ramps are supplied with the equipment to test a spread axle, tri-axle configuration up to ten feet without requiring movement or any manipulation of test entry/exit ramp configuration. Total number of ramps supplied with the unit is 16.

The system can be safely operated by one inspector and one vehicle driver or one inspector who is also operating the test vehicle.

The system includes with a PBBT software package that captures and stores the data from each test. Test results are stored in Microsoft Windows based software that allows the inspector to print graphs and tables to analyze problems with the vehicle. VIS Software can accommodate testing of vehicles with up to 11 axles.

The PBBT system includes (2) two 12-volt power point connections located at both ends of the equipment to accommodate the use of necessary peripheral components such as the printer and laptop computer. The required printer is not supplied.

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
Office Supplies	1 Year	\$35,494.31	100.0000	\$35,494.31	\$35,494.31	\$0.00	\$0.00
Uniform Supplies	1 Year	\$33,000.00	100.0000	\$33,000.00	\$33,000.00	\$0.00	\$0.00
Inspection/Police Supplies	1 Year	\$34,013.96	100.0000	\$34,013.96	\$34,013.96	\$0.00	\$0.00
ADP Expense	1 Year	\$6,000.00	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
Reproduction/Printing Expense	1 Year	\$15,000.00	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$0.00
TOTAL: Supplies				\$123,508.27	\$123,508.27	\$0.00	\$0.00

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

Office Supplies

Includes items that are necessary for the day to day operations of the MCSAP office. Includes, but is not limited to, pens, pencils, staples, paper, paper clips, chairs, filing supplies, filing cabinets, and all other miscellaneous office supplies. This total also includes copy machine costs.

Uniform and Other Related Supplies

Costs include uniforms to be worn by personnel dedicated 100% to MCSAP. Costs includes replacement or purchase of any required or approved part of the uniform authorized to be worn while on duty. Includes, but is not limited to, collar brass, badges, patches, shoes, leather gear, etc.

Inspection/Police Supplies

Costs includes all necessary equipment required to perform inspections, including but not limited to chinks, creepers, tire gauges, etc. Additionally, costs included in this category include those operational supplies used in the performance of the duties of a peace officer, including but not limited to, ammunition, flashlights, batteries, evidence kits, accident investigation supplies, ticket books, clipboards, cameras, video equipment, first aid supplies, fuses, etc.

Automated Data Processing Supplies

Costs include but are not limited to repair costs for existing equipment, costs to upgrade computer hardware, printer cartridges and ink, and miscellaneous data processing supplies such as cables, printers, back up drives, etc.

Reproduction and Printing Expenses

Includes artwork and reproduction costs associated with updating and providing copies of Driver/Vehicle inspection reports; and costs to develop and print educational and informational materials to be distributed to the motoring public and CMV industry. Printing costs are estimated based on previous year's expenditures and vary depending on the type of document printed, the number of pages, whether the document is in color or black and white, type of binding if applicable, number of copies needed, etc. All printing is completed through the state print shop, Integrated

Document Services (IDS). It is mandatory that all agencies within the state use IDS unless a specific service is unavailable, at which time, the agency would request a waiver to have items sent to a commercial vendor for printing.

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
State of Colorado - Fleet Management	DUNS 878046747	Contract	100.0000	\$442,975.00	\$442,975.00	\$0.00	\$0.00
Description of Services: Vehicles for use by MCSAP Officers							
Intelligent Imaging Systems, Inc Drivewyze	DUNS 240387154	Contract	100.0000	\$50,000.00	\$50,000.00	\$0.00	\$0.00
Description of Services: In Cab Safety Messaging							
TOTAL: Contractual and Subaward				\$492,975.00	\$492,975.00	\$0.00	\$0.00

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

Vehicle Lease

Lease costs are determined by the State of Colorado Fleet Management Unit, as well as, mileage and usage charges, pre-determined by State of Colorado Fleet Management to fund gasoline, repair, and maintenance for vehicles. Additionally costs include radio usage charges as determined by Fleet Management. Costs for each vehicle are dependent upon, year, make and model of each vehicle, as well as vehicle usage. Costs included in the proposal are an annual average of total costs since cost per individual vehicle will vary. Vehicles funded by the MCSAP Basic Grant

are 100% dedicated to MCSAP activities and any non-eligible activities are incidental to routine law enforcement actions. Vehicle usage costs are variable, based upon mileage/usage and will continue throughout the life of the vehicle until it is sold at auction. The actual vehicle lease is applied to the actual cost of the vehicle and Fleet Maintenance will retain ownership, however, the vehicle will remain in the MCSAP unit until it is sold at auction. Upon sale of the vehicle at auction, all funds are returned to the MCSAP grant which are used to offset current MCSAP vehicle costs. The FMCSA division office is aware of this practice that has been in place for many years. While there are 22 troopers assigned to the unit, there are 4 Sergeants, 2 Captains, and 2 POE officers that are 100% dedicated to the MCSAP Unit. Each of the Sergeants and Captains have been assigned a vehicle and the two POE officers will share one vehicle. .

Item	# of Vehicles	Cost Per Item	Total Cost
Vehicles	29	\$15,275	\$442,975

FY 2022 Update per BIL

Drivewyze Safety Notifications

For the next several months CSP is delivering a social media campaign to address dangerous driving behaviors and top crash causal factors. CSP would like to expand this effort to include commercial motor vehicles, specifically by sending "in-cab" messages. The messages and locations would be tailored based upon crash causal factors. As an example, in the metropolitan areas following too closely and speeding messages would be distributed as they are our most common crash causal factors for both commercial motor vehicles and passenger vehicles. Two lane road messages would be focused upon lane usage and fatigue information.

Drivewyze Safety Notifications (DSN's) deliver critical and timely safety alerts to CMV drivers through their Electronic Logging Device (ELD) or other telematics device directly into the cab of the truck. These messages can be tailored to your needs, target a specific behavior and work to supplement any current safety campaign. DSN's are designed to give DOT planners and law enforcement the added ability to map your message at carefully curated critical locations where drivers need to pay extra attention. The alerts are always on regardless of whether the driver is using a navigation application.

MCSAP would not only be delivering messaging directly to drivers but also be receiving performance data about the number of alerts delivered and the driver behavior both before and after the alert.

Budget:

One-time set-up fee (year 1) - \$30,000
 Campaigns - \$2500 each x 8 campaigns - 20,000

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

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

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Salaries, Wages and Fringe (SWF)	21.40	\$5,338,584.06	\$1,142,456.98	\$1,142,456.98	\$0.00
TOTAL: Indirect Costs			\$1,142,456.98	\$1,142,456.98	\$0.00

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
CVSA Decals	16000 Decal	\$0.28	100.0000	\$4,480.00	\$4,480.00	\$0.00	\$0.00
Registration/Conference Costs	1 Year	\$4,000.00	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
Communications	1 Year	\$29,348.00	100.0000	\$29,348.00	\$29,348.00	\$0.00	\$0.00
Postage	1 Year	\$5,000.00	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
Dues and Memberships	1 Year	\$13,500.00	100.0000	\$13,500.00	\$13,500.00	\$0.00	\$0.00
Software	1 Year	\$1,200.00	100.0000	\$1,200.00	\$1,200.00	\$0.00	\$0.00
Panasonic Toughbook CF55	12 \$63,438.36	\$5,286.53	100.0000	\$63,438.36	\$63,438.36	\$0.00	\$0.00
HP Elitebook 840 G9 Series IDS and peripherals	35 48404.30	\$1,382.98	100.0000	\$48,404.30	\$48,404.30	\$0.00	\$0.00
TOTAL: Other Costs				\$169,370.66	\$169,370.66	\$0.00	\$0.00

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

Costs in the budget table are derived utilizing averages from previous year(s) spending in each category, estimated inflation and price increases, as well as future needs.

Indirect Costs

The current indirect cost rate as established by the agreement is 21.4%.

CVSA Decals

16,000 * 0.28 = \$4,480.00

Registration/Conference Costs

Includes department authorized MCSAP training and/or seminars. Includes registration fees for CVSA workshops, as well as, registration fees for any other conferences/training seminars.

Communications

Includes:

1. Office telephone equipment lease costs and line charges.
2. Cellular phones, lease, and air time charges to make MCSAP related telephone calls.
3. Hotspot and airtime charges related to MCSAP funded activities.
4. Long distance, toll charges, conference calls

Each MCSAP officer has been assigned a cellular phone that also provides network access when at the roadside. This function is necessary to access the FMCSA systems at the roadside and to transfer ASPEN reports and compliance reviews. **There will also be an additional cost this year to purchase cell phones for the 9 incoming POE II Officers. Monthly usage fees will also increase due to this addition.**

Postage

Includes costs of US Postal Services, UPS and Fed/Ex type shipping and freights costs for MCSAP related activities, such as, correspondence with carriers, as well as, shipping to MCSAP officers stationed outside of the Denver Metro Area.

Dues and Memberships

Costs include:
CVSA membership

Software

Includes purchase of new software, and/or updates for existing software to support MCSAP related activities. Software purchases/upgrades include Crystal Reports, Adobe Pro, etc.

FY2022 UPDATE per BIL

Panasonic Toughbooks and peripheral equipment

Purchase 9 toughbook computer and peripheral equipment for the 9 incoming POE II officers, as well as, 3 additional units for MCSAP officers to replace current laptops. Following is a breakdown of costs for each computer:

Panasonic Toughbook 55 -	\$3272.28
Desktop Docking Station -	417.94
Power Adaptor -	77.43
Vehicle Dock -	678.22
Docking station w/Dual pass through antenna	840.66

Since the actual cost of the computer without peripherals is below the \$5000 threshold these units are not considered equipment.

HP Elitebook 840 G9 Series IDS and peripheral equipment

Purchase 35 HP Elitebook 840 G9 series laptops, 30 will be utilized by the MCSAP training staff and students who attend MCSAP training, certification, re-certification, the additional 5 will be distributed to replace laptops currently used by MCSAP civilian staff.

Since the National Training Center has transitioned to a completely electronic format for all CMV classes, these training computers are used during each course taught by CSP throughout the year. The CSP will host at least 16 NTC courses, in addition to many motor carrier training courses, utilizing electronic training content throughout the fiscal year. In providing these computers to students, the unit is able to provide classes to more inspectors who would not otherwise be able to complete the course. Having these computers and training more inspectors throughout the year will allow the unit to have a greater impact on traffic safety and the goals of both the CSP and FMCSA to reduce CMV involved fatal and injury crashes on our roadways.

While MCSAP funded officers do have their own laptops, they represent only a small fraction of inspectors who attend training each year. The unit provides training not only to CSP inspectors, but also to MOU agencies within Colorado and various states across the nation. Colorado is emerging as a national leader for CMV related training, drawing more students to our state every year. We have a robust inspection program involving many non-grant funded CSP positions and MOU agencies with already stretched resources and they are not always able to provide computers to inspectors attending the courses. If CSP-MCSAP is unable to provide computers for these students to use at our training facility, the agencies will then not be able to send inspectors to training. This will prevent local agencies (especially in smaller areas) from partnering with our MCSAP program to impact commercial motor vehicle safety in their cities and towns. This overall reduction in trained CMV inspectors will greatly inhibit the ability of the state to impact and reduce CMV involved fatal and injury crashes in the state.

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	\$7,552,723.00	\$397,512.00	\$7,950,235.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,192,535.00
MOE Baseline:	\$202,714.80

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
POE II Officers	\$1,040,435.00	\$0.00	\$1,040,435.00	\$0.00
Civilians	\$368,495.04	\$0.00	\$368,495.04	\$23,520.96
State Funded Level I Inspections	\$0.00	\$0.00	\$0.00	\$35,120.00
State Funded Level II-V Inspections	\$0.00	\$0.00	\$0.00	\$104,760.00
MCSAP Sergeant	\$348,255.00	\$0.00	\$348,255.00	\$116,085.00
MCSAP Captain	\$65,835.50	\$0.00	\$65,835.50	\$65,835.50
Uniformed Officers	\$1,493,156.34	\$397,512.00	\$1,890,668.34	\$282,513.66
Salary Subtotal	\$3,316,176.88	\$397,512.00	\$3,713,688.88	\$627,835.12
MCSAP Officers	\$571,999.12	\$0.00	\$571,999.12	\$0.00
Non-MCSAP Inspector OT	\$196,857.00	\$0.00	\$196,857.00	\$0.00
Overtime subtotal	\$768,856.12	\$0.00	\$768,856.12	\$0.00
Personnel total	\$4,085,033.00	\$397,512.00	\$4,482,545.00	\$627,835.12

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Captain	\$25,017.49	\$0.00	\$25,017.49	\$0.00
Uniformed Officers	\$568,321.16	\$0.00	\$568,321.16	\$0.00
Uniformed Officers MOE	\$0.00	\$0.00	\$0.00	\$257,488.00
MCSAP Sergeant	\$128,854.35	\$0.00	\$128,854.35	\$0.00
POE Officers	\$395,365.30	\$0.00	\$395,365.30	\$0.00
Civilians	\$135,992.76	\$0.00	\$135,992.76	\$0.00
Civilian MOE	\$0.00	\$0.00	\$0.00	\$9,053.16
MCSAP Sergeant MOE	\$0.00	\$0.00	\$0.00	\$42,951.45
State Funded Level I Inspections	\$0.00	\$0.00	\$0.00	\$13,345.60
State Funded Level II-V Inspections	\$0.00	\$0.00	\$0.00	\$39,808.80
Fringe Benefits total	\$1,253,551.06	\$0.00	\$1,253,551.06	\$362,647.01

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
FMCSA MCSAP Planning Meeting	\$8,000.00	\$0.00	\$8,000.00	\$0.00
Routine MCSAP Related In-State Travel	\$27,500.00	\$0.00	\$27,500.00	\$0.00
Mileage	\$3,000.00	\$0.00	\$3,000.00	\$0.00
FMCSA IT Workshop	\$8,000.00	\$0.00	\$8,000.00	\$0.00
Challenge Competition	\$2,000.00	\$0.00	\$2,000.00	\$0.00
CVSA Spring Conference	\$8,000.00	\$0.00	\$8,000.00	\$0.00
CVSA Fall Conference	\$8,000.00	\$0.00	\$8,000.00	\$0.00
Uniformed CSP MCSAP Training	\$25,400.00	\$0.00	\$25,400.00	\$0.00
CVSA Board Meeting(s)x2	\$4,000.00	\$0.00	\$4,000.00	\$0.00
Travel total	\$93,900.00	\$0.00	\$93,900.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Performance Based Brake Tester Trailer	\$191,928.03	\$0.00	\$191,928.03	\$0.00
Equipment total	\$191,928.03	\$0.00	\$191,928.03	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Supplies	\$35,494.31	\$0.00	\$35,494.31	\$0.00
Uniform Supplies	\$33,000.00	\$0.00	\$33,000.00	\$0.00
Inspection/Police Supplies	\$34,013.96	\$0.00	\$34,013.96	\$0.00
ADP Expense	\$6,000.00	\$0.00	\$6,000.00	\$0.00
Reproduction/Printing Expense	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Supplies total	\$123,508.27	\$0.00	\$123,508.27	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
State of Colorado - Fleet Management	\$442,975.00	\$0.00	\$442,975.00	\$0.00
Intelligent Imaging Systems, Inc Drivewyze	\$50,000.00	\$0.00	\$50,000.00	\$0.00
Contractual and Subaward total	\$492,975.00	\$0.00	\$492,975.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Decals	\$4,480.00	\$0.00	\$4,480.00	\$0.00
Registration/Conference Costs	\$4,000.00	\$0.00	\$4,000.00	\$0.00
Communications	\$29,348.00	\$0.00	\$29,348.00	\$0.00
Postage	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Dues and Memberships	\$13,500.00	\$0.00	\$13,500.00	\$0.00
Software	\$1,200.00	\$0.00	\$1,200.00	\$0.00
Panasonic Toughbook CF55	\$63,438.36	\$0.00	\$63,438.36	\$0.00
HP Elitebook 840 G9 Series IDS and peripherals	\$48,404.30	\$0.00	\$48,404.30	\$0.00
Other Costs total	\$169,370.66	\$0.00	\$169,370.66	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$6,410,266.02	\$397,512.00	\$6,807,778.02	\$990,482.13
Indirect Costs	\$1,142,456.98	\$0.00	\$1,142,456.98	NA
Total Costs Budgeted	\$7,552,723.00	\$397,512.00	\$7,950,235.00	\$990,482.13

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	\$7,552,723.00	\$397,512.00	\$7,950,235.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,192,535.00
MOE Baseline:	\$202,714.80

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$3,316,176.88	\$397,512.00	\$3,713,688.88	\$627,835.12
Overtime Subtotal	\$768,856.12	\$0.00	\$768,856.12	\$0.00
Personnel Total	\$4,085,033.00	\$397,512.00	\$4,482,545.00	\$627,835.12
Fringe Benefits Total	\$1,253,551.06	\$0.00	\$1,253,551.06	\$362,647.01
Travel Total	\$93,900.00	\$0.00	\$93,900.00	\$0.00
Equipment Total	\$191,928.03	\$0.00	\$191,928.03	\$0.00
Supplies Total	\$123,508.27	\$0.00	\$123,508.27	\$0.00
Contractual and Subaward Total	\$492,975.00	\$0.00	\$492,975.00	\$0.00
Other Costs Total	\$169,370.66	\$0.00	\$169,370.66	\$0.00
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$6,410,266.02	\$397,512.00	\$6,807,778.02	\$990,482.13
Indirect Costs	\$1,142,456.98	\$0.00	\$1,142,456.98	NA
Total Costs Budgeted	\$7,552,723.00	\$397,512.00	\$7,950,235.00	\$990,482.13

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? J. P Burt
2. What is this person's title? Major
3. Who is your Governor's highway safety representative? Shoshana Lew
4. What is this person's title? Executive Director

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

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

State Certification declaration:

I, J. P Burt, Major, on behalf of the State of COLORADO, 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? Leonard Dittman
2. What is the title of your certifying State official? Captain
3. What are the phone # and email address of your State official? 303-273-1942 leonard.dittman@state.co.us

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

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

I, Leonard Dittman, 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 AND LOCAL GOVERNMENTS RATE AGREEMENT

EIN:

DATE:07/12/2021

ORGANIZATION:

FILING REF.: The preceding
agreement was dated
06/10/2019Colorado Department of Public Safety
700 Kipling Street
Lakewood, CO 80215The rates approved in this agreement are for use on grants, contracts and other
agreements with the Federal Government, subject to the conditions in Section III.**SECTION I: INDIRECT COST RATES**

RATE TYPES: FIXED FINAL PROV. (PROVISIONAL) PRED. (PREDETERMINED)

EFFECTIVE PERIOD

<u>TYPE</u>	<u>FROM</u>	<u>TO</u>	<u>RATE (%)</u>	<u>LOCATION</u>	<u>APPLICABLE TO</u>
FINAL	07/01/2020	06/30/2021	9.40 (1)		All Programs
FINAL	07/01/2020	06/30/2021	21.40 (2)		All Programs
FINAL	07/01/2020	06/30/2021	30.80 (3)		All Programs
FINAL	07/01/2020	06/30/2021	37.10 (4)		All Programs
FINAL	07/01/2020	06/30/2021	28.20 (5)		All Programs
FINAL	07/01/2020	06/30/2021	20.60 (6)		All Programs
PRED.	07/01/2021	06/30/2023	9.40 (1)		All Programs
PRED.	07/01/2021	06/30/2023	21.40 (2)		All Programs
PRED.	07/01/2021	06/30/2023	30.80 (3)		All Programs
PRED.	07/01/2021	06/30/2023	37.10 (4)		All Programs
PRED.	07/01/2021	06/30/2023	28.20 (5)		All Programs
PRED.	07/01/2021	06/30/2023	20.60 (6)		All Programs
PROV.	07/01/2023	06/30/2024	(7)		All Programs

ORGANIZATION: Colorado Department of Public Safety

AGREEMENT DATE: 7/12/2021

*BASE

Direct salaries and wages including all fringe benefits.

- (1) Executive Director's Office
- (2) Colorado State Patrol
- (3) Division of Fire Prevention and Control
- (4) Division of Criminal Justice
- (5) Colorado Bureau of Investigation
- (6) Div. of Homeland Security & Emergency Management

- (7) Use same rates and conditions as those cited for fiscal year ending June 30, 2023.

ORGANIZATION: Colorado Department of Public Safety

AGREEMENT DATE: 7/12/2021

SECTION II: SPECIAL REMARKS

TREATMENT OF FRINGE BENEFITS:

The fringe benefits are specifically identified to each employee and are charged individually as direct costs. The directly claimed fringe benefits are listed below.

TREATMENT OF PAID ABSENCES

Vacation, holiday, sick leave pay and other paid absences are included in salaries and wages and are claimed on grants, contracts and other agreements as part of the normal cost for salaries and wages. Separate claims are not made for the cost of these paid absences.

DEFINITION OF EQUIPMENT

Equipment means tangible personal property (including information technology systems) having a useful life of more than one year and a per-unit acquisition cost which equals or exceeds \$5,000.

The following fringe benefits are treated as direct costs:

DENTAL/HEALTH/LIFE INSURANCE, DISABILITY, FICA, RETIREMENT, UNEMPLOYMENT, AND WORKPER'S COMPENSATION.

This Rate Agreement is issued in accordance with the Customer Service agreement (CSA) between DHHS/CAS and the Federal Emergency Management Agency (FEMA).

FUTURE AWARDS

Upon receipt of any Federal awards that may significantly impact the existing rates, you must contact CAS immediately, as rate adjustments may be required. In addition, predetermined rates cannot be used for Federal contracts. Therefore, if you receive a Federal cost reimbursement contract, you must also notify CAS immediately.

NEXT PROPOSAL DUE DATE

A proposal based on actual costs for fiscal year ending 06/30/22, will be due no later than 12/31/22.

ORGANIZATION: Colorado Department of Public Safety

AGREEMENT DATE: 7/12/2021

SECTION III: GENERAL

A. LIMITATIONS:

The rates in this Agreement are subject to any statutory or administrative limitations and apply to a given grant, contract or other agreement only to the extent that funds are available. Acceptance of the rates is subject to the following conditions: (1) Only costs incurred by the organization were included in its indirect cost pool as finally accepted; such costs are legal obligations of the organization and are allowable under the governing cost principles; (2) The same costs that have been treated as indirect costs are not claimed as direct costs; (3) Similar types of costs have been accorded consistent accounting treatment; and (4) The information provided by the organization which was used to establish the rates is not later found to be materially incomplete or inaccurate by the Federal Government. In such situations the rate(s) would be subject to renegotiation at the discretion of the Federal Government.

B. ACCOUNTING CHANGES:

This Agreement is based on the accounting system purported by the organization to be in effect during the Agreement period. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from the use of this Agreement require prior approval of the authorized representative of the cognizant agency. Such changes include, but are not limited to, changes in the charging of a particular type of cost from indirect to direct. Failure to obtain approval may result in cost disallowances.

C. FIXED RATES:

If a fixed rate is in this Agreement, it is based on an estimate of the costs for the period covered by the rate. When the actual costs for this period are determined, an adjustment will be made to a rate of a future year(s) to compensate for the difference between the costs used to establish the fixed rate and actual costs.

D. USE BY OTHER FEDERAL AGENCIES:

The rates in this Agreement were approved in accordance with the authority in Title 2 of the Code of Federal Regulations, Part 200 (2 CFR 200), and should be applied to grants, contracts and other agreements covered by 2 CFR 200, subject to any limitations in A above. The organization may provide copies of the Agreement to other Federal Agencies to give them early notification of the Agreement.

E. OTHER:

If any Federal contract, grant or other agreement is reimbursing indirect costs by a means other than the approved rate(s) in this Agreement, the organization should (1) credit such costs to the affected programs, and (2) apply the approved rate(s) to the appropriate base to identify the proper amount of indirect costs allocable to these programs.

BY THE INSTITUTION:

Colorado Department of Public Safety

(INST. DocuSigned by:



A6F72874B83248D...

(SIGNATURE)

Tanya Olsen

(NAME)

Controller

(TITLE)


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(DATE)

ON BEHALF OF THE FEDERAL GOVERNMENT:

DEPARTMENT OF HEALTH AND HUMAN SERVICES

(AGENCY)

Arif M. Karim - S  Digitally signed by Arif M. Karim - S
Date: 2021.07.16 10:07:32 -05'00'

(SIGNATURE)

Arif Karim

(NAME)

Director, Cost Allocation Services

(TITLE)

7/12/2021

(DATE) 7683

HHS REPRESENTATIVE: Stanley Huynh

Telephone: (415) 437-7820