



ALABAMA

Commercial Vehicle Safety Plan

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

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

Date of Approval: June 22, 2023

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 2023)
- Part 5: Certifications and Documents (FY 2023)

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 2023:

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 2022 plans. States must carefully review and update this information to reflect FY 2023 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 2023 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 Alabama Law Enforcement Agency (ALEA) Motor Carrier Safety Unit (MCSU) is to improve and promote safe commercial vehicle operation on Alabama roadways by enforcing state laws and federal regulations with the highest standards of integrity and professionalism. The MCSU is committed to establishing and maintaining positive relationships with public and private organizations in order to identify problems and provide solutions which are beneficial to the safety of the commercial motor carrier industry and the motoring public.

This mission includes aggressive enforcement of all motor vehicle and criminal laws with the idea of reducing the number and severity of traffic crashes involving commercial motor vehicles by removing high risk drivers, carriers and service providers.

Reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles through proactive, aggressive, and targeted enforcement.

Proactively conduct roadside inspections, safety presentations, and Compliance Safety and Accountability (CSA) investigations to increase the likelihood that safety defects, driver deficiencies, and unsafe carrier practices will be detected and corrected.

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 CVSP 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.

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Are there initiatives involving "rural roads" included in this CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Does your State voluntarily submit an annual Training Plan to the National Training Center (NTC)?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State include activities regarding Migrant Worker Transportation in Rural Areas in this CVSP?

The Motor Carrier Safety Unit (MCSU) is currently staffed as follows: 48 Troopers, 13 Corporals, 4 Sergeants, 1 Lieutenant, 1 Captain, 2 full time civilians, 1 part time Retired State Employee and 1 Retired Law Enforcement Officer (RLEO).

MCSU personnel funded by the MCSAP Basic/Incentive grant are broken down as follows: 2 Retired State Employee's and 1 RLEO office staff employees, 2 full time civilian employees, 37 Troopers, 9 Corporals, 5 Sergeants, 1 Lieutenant, and 1 Captain. The following positions are currently unfilled within the MCSU: 1 Sergeant, 9 inspector troopers, 1 Account Clerk, and 1 Retired State Employee.

The MCSU is projected to add an additional 5 inspector troopers to its ranks utilizing the additional grant funding afforded to the Agency. These vacancies are reflected in the preceeding paragraph and included the the financial section of FY 2023 update.

The MCSU has a Size & Weight Enforcement Section funded by the Alabama Department of Transportation (ALDOT) consisting of 16 Troopers and 4 Corporals. Each person assigned to Size & Weight Enforcement has successfully completed North American Standard Part "A" and Part "B" inspection courses. While their primary responsibility is the enforcement of size and weight laws, their routine day allows for completion of roadside inspections which contribute to the yearly inspection totals. All costs, including salaries, associated with Size and Weight Enforcement are funded by the Alabama Department of Transportation (ALDOT).

The MCSU has a New Entrant/Compliance Unit. It is slotted for 5 Troopers, 1 Corporal, 1 Sergeant and 1 part time RLEO office staff employee, who performs administratives duties. While their primary responsibility is conducting New Entrant Safety Audits, their routine day allows for completion of roadside inspections and these numbers contribute to the yearly totals. Currently, there are two vacant New Entrant Safety Auditor positions. (These employees are identified in the totals in paragraph two.)

The MCSU utilizes ALEA Highway Patrol Troopers, CVE certified Highway Patrol Troopers, and local law enforcement officers (COPS) to further enhance the MCSU's mission and goals.

The ALEA Highway Patrol Troopers conduct enforcement activities on mile posted high crash corridors. These corridors have been identified through data analytics and pin maps derived from A&I and the ADVANCE data dashboard.

The CVE program consists of 59 ALEA funded Troopers assigned to Highway Patrol and four assigned to other divisions across the state and are certified to conduct level II and III inspections on mile posted high crash corridors. The 59 Highway Patrol Troopers perform MCSAP related activities 25% of their duty time.

The COPS program is comprised of 19 law enforcement officers from 14 agencies, outside ALEA, certified to conduct level II and III inspections. These agencies are not subrecipients of MCSAP funding.

It should be reiterated that 16 Troopers and 4 Corporals that are counted within the total numbers of the MCSU in the first paragraph are not paid through the MCSAP budget, but are paid for by ALDOT as described in the third paragraph. This ALDOT funded positions were noted to provide an overall picture of the personnel within the MCSU.

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:	ALABAMA LAW ENFORCEMENT AGENCY
Enter total number of personnel participating in MCSAP activities	156
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	156
Traffic Enforcement Activities	156
Investigations*	7
Public Education and Awareness	6
Data Collection and Reporting	5
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Non-funded Agency Information	
Total number of agencies:	14
Total # of MCSAP Participating Personnel:	19

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: Actual # Fatal Crashes

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	150	120	147
01/01/2018	12/31/2018	132	120	126
01/01/2017	12/31/2017	103	125	99
01/01/2016	12/31/2016	152	103	130
01/01/2015	12/31/2015	123	74	108

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	5	0	5
01/01/2018	12/31/2018	5	0	5
01/01/2017	12/31/2017	1	0	1
01/01/2016	12/31/2016	1	3	1
01/01/2015	12/31/2015	4	4	4

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	8	0	7
01/01/2018	12/31/2018	13	0	11
01/01/2017	12/31/2017	0	0	0
01/01/2016	12/31/2016	1	0	1
01/01/2015	12/31/2015	0	0	0

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

All CMV Crashes - Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 06/10/2020. Motor Coach/Passenger Carrier Crashes - Data Source: FMCSA Motor Carrier Management Information System (MCMIS) as of 06/10/2020. Hazardous Materials (HM) Crash involving HM Release/Spill - FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 06/10/2020.

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

During the time period identified in the trend analysis, the Alabama Law Enforcement Agency experienced a reduction in total personnel which equated to a reduction in personnel assigned to the MCSU conducting CMV inspections and CMV enforcement actions.

Crash reduction has been a challenge due to a number of factors and trends. Personnel assigned to the Motor Carrier Safety Unit has declined during the previous 2 years, total vehicle miles traveled (VMT) has increased nationally by more than 1 billion miles (FHWA), and there has been an upward trend in fatal crashes nationally (MCMIS).

The Motor Carrier Safety Unit is only a portion of the larger organization of ALEA. Over the years, the former Department of Public Safety, now ALEA, has been historically understaffed. Beginning in FY2019, ALEA conducted a concerted hiring effort resulting in 500 Troopers (including supervisors) statewide and subsequently 11 Troopers being reassigned to the MCSU. The increase in MCSU personnel did not occur until midway through FY2020 and at the time of this writing their impact has been minimal due to training and the COVID 19 virus.

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 primary problem faced by the Alabama MCSU is three-fold; the increase in overall CMV traffic, CMV crashes and a rise in CMV involved fatalities.

The baseline data used by ALEA and the MCSU is derived from the FMCSA Motor Carrier Management Information System (MCMIS) and the ADVANCE dashboard. The data indicates there were 152 fatal CMV crashes between CY 2017 - 2020, which is an average of 51 fatal crashes per year.

The measurement method to be used by the MCSU will be to gauge the level of CMV crashes through monthly and quarterly monitoring of MCMIS and ADVANCE data. This data will be compared to historical data and goals to determine progress and the success of the program.

Enter the data source and capture date:

All CMV Crashes - Data Source: FMCSA Motor Carrier Management Information System (MCMIS) as of 6/15/2021. Motor Coach/Passenger Carrier Crashes - Data Source: FMCSA Motor Carrier Management Information System (MCMIS) as of 6/15/2021.

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	5
2022	5
2023	5

The reduction of 5 CMV involved fatal crashes per year equates to a 3% reduction over a 3 year period (2021, 2022, 2023). The starting point for the crash reduction goal will be derived from the actual outcome of the 2020 CMV involved fatal crash results.

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.

Due to Alabama's top 10 ranking in fatal CMV Crashes in 2019, the MCSU is implementing the following steps into the Commercial Vehicle Safety Plan currently in effect: The MCSU will conduct concentrated enforcement/inspection details in the areas identified with the highest number of CMV related fatal crashes, in an effort to reduce the crashes as indicated above over a 3 year period.

The Interstate, Federal and State mile posted routes throughout the state have been identified as high crash corridors that cause huge issues in addition to fatalities and injuries. Major crashes along these identified routes cause crippling traffic issues that are felt for miles as well as onto surface streets. This effects not only the safety of the motoring public, but also can have a detrimental effect on the local economy in the crash areas that can be felt for days.

MCSU and CVE personnel have been directed to conduct concentrated routine enforcement activities including inspections and traffic enforcement stops, in addition to full or add-on shifts funded through the High Priority Grant, in identified high risk crash corridors throughout the state identified through the ADVANCE data dashboard. A directive has been issued that each CMV inspection should include a pre-screen in an attempt to ensure that OOS carriers and prohibited drivers are identified and do not continue to operate. DOT pre-screen technology readers at the Heflin Weigh Station, Shorter and Grand Bay Virtual Weigh Stations are also employed to identify high risk carriers. Specific unsafe driver behavior to be targeted during CMV traffic enforcement will include but not limited to impaired operation, unsafe speed, occupant restraint and cell-phone usage. Hand held LIDAR radars have been purchased and issued to conduct traffic enforcement targeting both CMV and non-CMV's operating in an unsafe manner.

Additional emphasis will be also be directed towards CMV Traffic Enforcement during all routine patrol. MCSU and CVE personnel will be directed to increase enforcement of known Top 10 contributing crash factors of CMV involved crashes. These crash factors will be identified utilizing the ADVANCE, eCrash data dashboard and distributed monthly to each Inspector.

The MCSU will use available inspectors to conduct regular enforcement/inspection details each month in the identified high fatal crash areas and target unsafe driving behaviors that contribute to CMV crashes that are identified as primary contributing factors. The MCSU will monitor and evaluate the enforcement efforts on a monthly basis using data from FMCSA's Crash Statistics Mapping Tool, ADVANCE data dashboard and the Combined Accident Reduction Efforts (CARE) to adjust the enforcement strategies as necessary. The data from both resources will ensure enforcement strategies are adjusted as needed. Additionally, periodic focused details will be held as statistical data indicates problematic areas.

Additional emphasis will be directed towards CMV involved Work Zone crashes. Currently, 30% of work zone fatalities nationally involve a CMV. Appropriate enforcement efforts within work zones and the congested areas immediately before and after will be empahsized. This will include not only inspection activity, but also increased enforcement of contributing crash factors.

ALEA's plan to reduce the overall number of CMV crashes, especially those in and around work zones, by 15% will be by utilizing strategically planned enforcement details. These details are identified as strike forces – passenger carrier and Haz-mat, Intermodal enforcement details, and Safe Drive Enforcement Waves. The locations of these details are carefully researched by the MCSU field Sergeants and are scheduled for areas identified by analyzing crash data from the previous quarter. If circumstances arise based on the collected data that additional details need to be implemented, such details will be scheduled and reported along with the regularly scheduled details. ALEA will also utilize high-priority grant-awarded overtime funds specifically those which target areas in and around work zones. The MCSU will afford CVE troopers the opportunity to work grant-funded overtime in high-risk areas and in an effort to reduce CMV-involved crashes as well.

The ALEA Highway Patrol Troopers conduct enforcement activities on mile posted high crash corridors. These corridors have been identified through data analitics and pin maps derived from the ADVANCE data dashboard.

The CVE program consists of 63 ALEA funded Troopers assigned across the state and are certified to conduct level II and III inspections on mile post high crash corridors. These Troopers perform MCSAP related activities 25% of their duty time.

MCSU command staff and field supervisors will ensure HP leadership is informed regarding CMV Hot Spot areas and encourage participation in CMV and Non-CMV enforcement in these areas.

MCSU will also encourage local agencies (Police Departments and Sheriff's Departments) with a vested interested in rural hotspots to also participate in targeted enforcement efforts in their areas of operation. It is anticipated that MCSAP funded inspectors will dedicate 90% of routine hours towards enforcement activities, 10% of routine hours towards training and judicial proceedings. MCSAP funded field supervisors will dedicate 80% of routine hours towards enforcement, 20% of routine hours towards administrative duties. MCSAP funded supervisors assigned to Headquarters will dedicate 85% of routine hours towards administrative duties, 15% of routine hours towards enforcement activities. Sworn personnel will dedicate 100% of additional duty hours towards enforcement activities, New Entrant Safety Audits, administrative duties, Data Qs, and compliance investigations.

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 MCSU will ensure that any concentrated enforcement/inspection details scheduled/developed are implemented as scheduled. The MCSU will utilize MCMIS, ADVANCE Dashboard and CARE data to compare the strike force activity to CMV related fatal crashes to ensure the MCSU is meeting its objective. Any activity from special details and fatal crash data will be monitored and the MCSU will make adjustments throughout the year as needed to meet the objective. After action Detail reports are submitted to the MCSU command staff for review. The after action reports will be compared to crash data to ensure effectiveness. After review, necessary adjustments will be made to address any changes needed regarding enforcement activity and/or locations. Additionally, the Unit will utilize data from MCMIS and CARE to monitor and evaluate the program on a monthly basis. The results will be reported on a quarterly basis to FMCSA.

CMV Traffic enforcement will also be monitored monthly. The types of traffic citations being issued to CMVs will be compared to the top CMV crash causal factors reported by ADVANCE and eCrash. This data will be reported to the inspectors in the field to ensure they have the information they need to effectively conduct their patrol/enforcement program.

CMV Crash causal factors will be monitored monthly in addition to crash hot spots in order to gauge the effectiveness of the enforcement efforts and adjustments will be made as necessary.

The MCSU will monitor and ensure MCSAP related functions and activities fall within the scope of the grant.

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	3024	3063	3212	3125	3162
Level 2: Walk-Around	25566	20731	18336	17188	18972
Level 3: Driver-Only	17327	14350	15184	13174	16476
Level 4: Special Inspections	0	0	0	0	2
Level 5: Vehicle-Only	224	227	261	252	295
Level 6: Radioactive Materials	0	0	0	0	0
Total	46141	38371	36993	33739	38907

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 the roadside inspection application name(s) (e.g., Aspen) used by the State.

The MCSU is currently utilizing ASPEN; however, Center for Advanced Public Safety (CAPS) is currently finalizing eInspect and implementation is projected before the end of CY 2022. CAPS is also coordinating with ALEA IT and FMCSA IT.

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 MCSU is expecting an increase in our overall inspection statics compaired to FY 2020.

Currently, Inspectors will utilize designated pull off sites, three virtual Weigh In Motion (WIM) sites and one fixed weight/inspection station site to safely conduct inspections. Resources will be allocated based on real-time data from Center for Advanced Public Safety (CAPS) and International Road Dynamics (IRD). Inspectors are assigned territories based on crash data, citizen complaints, and high commercial vehicle traffic areas. Program consistency and effectiveness will be measured through the timely and accurate submission and review of Driver/Vehicle Examination reports. MCSU supervisors will monitor inspections submitted by enforcement personnel regularly to ensure inspections are being conducted in accordance with the CVSA Inspection Criteria.

MCSU currently has access to only 1 fixed location with facilities to conduct level one inspections. One MCSAP funded full time inspector is assigned this location. The facility is also used when MCSAP funded personnel conduct special details. Shifts and days worked vary according to the needs of the details being worked. ALDOT funded personnel are permanently assigned to the site but their primary duties are size and weight enforcement. All other Level I inspections are conducted roadside.

Crash data indicates the vast majority of CMV related crashes are caused by driver error, not mechanical related issues identified by a Level I inspection. A review of post crash inspections conducted in 2019 indicated less than 12% of those crashes were caused by defective equipment. Therefore, the

MCSU does not plan to achieve the Level I recommended goal identified in the MCSAP Comprehensive Policy but to continue to work towards achieving the goal of 25% Level I inspections.

Currently ALEA is budgeted for 72 personnel certified to conduct Level I inspections, however only 53 MCSU funded personnel are allocated for full time inspection. In FY 2020, those personnel certified to conduct Level I inspections conducted a total of 35,126 inspections. Of those inspections, 4,759 were Level I (snapshot FMCSA Dashboard-06/15/2021). For FY 2023 the MCSU is planning to increase the number of inspector personnel by 5, in an effort to increase the percentage of Level I inspections conducted when faced with limited access throughout the state to fixed locations as well as a limited number of Level I certified inspectors. MCSU has increased it's percentage of Level I inspections each year towards FMCSA's recommended percentage of 25%.

Level I inspections are primarily conducted at the only fixed port of entry located at the Heflin Weigh Station. The primary reason that the majority of Level I inspections are conducted at this location is due to the fact that the only inspection pit within the state is located at the Weigh Station. Due to the limited personnel assigned to the MCSU throughout the state, with the exception of specific planned details, it is rare to have two inspectors working at the same location which is needed for safety reasons to conduct Level I inspections along congested major roadways. Level II and III inspections are conducted within high crash corridors that are identified through crash data analysis.

The Alabama Law Enforcement Agency has 63 Highway Patrol Troopers across the state and are certified to conduct level II and III inspections on mile posted high crash corridors. These Troopers perform MCSAP related activities 25% of their duty time, thus increasing the number of projected inspections.

During FY22, all ALEA agency troopers attended 4 hours of mandatory human trafficking/smuggling training. The MCSU training section will implement annual refresher training on the tactics to recognize human trafficking/smuggling in conjunction with a CMV inspection for MCSAP personnel. MCSAP personnel will be afforded the opportunity to attend Drug Interdiction Assistance Program (DIAP) courses posted on the National Training Center website (NTC). Annual refresher training will also be afforded to those that have previously attended DIAP courses.

Data Source: ADVANCE Dashboard (overall crash data) and Alabama Post Crash inspection data (ALEA Safety Net).

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 2023, 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: ALABAMA LAW ENFORCEMENT AGENCY

Enter the total number of certified personnel in the Lead agency: 149

Projected Goals for FY 2023 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	5500	250	0	5750	14.23%
Level 2: Walk-Around	17500	900	40	18440	45.64%
Level 3: Driver-Only	16100	0	0	16100	39.85%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	10	0	100	110	0.27%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	39110	1150	140	40400	

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 2023 - 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:	14
Enter the total number of non-funded certified officers:	37
Enter the total number of inspections projected for FY 2023:	1800

Summary

Projected Goals for FY 2023 - Roadside Inspections Summary

Projected Goals for FY 2023 Summary for All Agencies					
MCSAP Lead Agency: ALABAMA LAW ENFORCEMENT AGENCY					
# certified personnel: 149					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 14					
# certified personnel: 37					
# projected inspections: 1800					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	5500	250	0	5750	14.23%
Level 2: Walk-Around	17500	900	40	18440	45.64%
Level 3: Driver-Only	16100	0	0	16100	39.85%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	10	0	100	110	0.27%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	39110	1150	140	40400	

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.

Crash data indicates the majority of CMV crashes in Alabama are caused by driver actions, not mechanical related issues identified by a Level 1 inspection. In addition to crash causation factors, Alabama is limited in the number of Level 1 certified inspectors. Of the 192 certified inspectors, only 63 inspectors are certified to perform Level 1 inspections. MCSU currently has access to only 1 fixed location with facilities to conduct level one inspections. No MCSAP funded full time inspectors are assigned to the location. The facility is used when MCSAP funded personnel conduct special details. Shifts and days worked vary according to the needs of the details being worked. ALDOT funded personnel are permanently assigned to the site but their primary duties are size and weight enforcement. All other Level 1 inspections are conducted roadside. Currently the MCSU is staffed with 63 personnel certified to conduct Level 1 inspections. In FY2017, those personnel certified to conduct Level 1 inspections conducted a total of 27,000 inspections. Of those inspections, 2,538 were Level 1. MCSU is currently exploring ways to increase the percentage of Level 1 inspections conducted when faced with limited access throughout the state to fixed locations as well as a limited number of Level 1 certified inspectors. Therefore, the MCSU does not plan to achieve the Level 1 recommended goal identified in the MCSAP Comprehensive Policy.

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	31000	0	1800	32800
Enter total number of certified personnel	209	0	45	254
Projected Goals for FY 2023 Roadside Inspections				
Enter total number of projected inspections	32000	0	1800	33800
Enter total number of certified personnel	214	0	45	259

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	34	49	32	29	43
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	34	31	17	33	28
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	68	80	49	62	71
Total Security Contact Reviews	0	11	0	2	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2015	2016	2017	2018	2019
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	1	0	0	1
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	0	1	0	0	1
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

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	45	0	24	0	6	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	30	0	10	0	6	0
CSA On-Site Comprehensive	0	0	0	0	0	0
Total Investigations	75	0	34	0	12	0
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

Carrier investigation estimates are based on current manpower figures and are subject to change as personnel are certified to conduct compliance investigations. Currently, there is one part time compliance investigator and no full time compliance investigators. It should be noted in FY 2021, there was one full time and six part time compliance investigators. The loss of these investigators has not been replaced as of the date of this report.

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

The MCSU will conduct comprehensive and focused and investigations on high-risk interstate motor carriers.

Compliance Review Officers will be available to assist FMCSA on national strike force initiatives. The MCSU will utilize 2 part-time Compliance Investigators to conduct 12 carrier interventions during FY 2022. All carrier interventions are assigned by the Federal Programs Manager from the Alabama Division of FMCSA. Each part-time Compliance Investigator will be expected to complete a minimum of 6 investigations/interventions. The number of personnel conducting compliance investigations may increase as determined by the hiring expectations of the agency. Until such time additional personnel are allocated, MCSU personnel will continue focusing on Traffic Crash Reduction and congressionally mandated New Entrant Safety Audits. Intervention activity is being reported on a monthly basis to the Division Administrator of the FMCSA Alabama Division.

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

The MCSU will ensure CSA investigations and enforcement cases are completed and uploaded in a timely manner. The MCSU Supervisor will conduct a preliminary review of CSA investigations prior to FMCSA's final review and upload to MCMIS. The MCSU supervisor will monitor, on a monthly basis, carrier interventions to ensure the projection set forth in FY 2023 are met.

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	05/26/2019	2578	4443
01/01/2018	12/31/2018	2996	4405
01/01/2017	12/31/2017	2458	2655
01/01/2016	12/31/2016	3693	4034
01/01/2015	12/31/2015	3334	3586

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

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

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

FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 6/16/2020.

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

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

The Alabama Law Enforcement Agency is a 24/7 full service law enforcement agency utilizing marked patrol vehicles for traffic enforcement. The MCSU, in conjunction with the Highway Patrol Division, routinely concentrates traffic enforcement efforts in known high crash locations. These locations, known as "Hot Spots" are determined by utilizing data obtained from ADVANCE data dashboard. The Highway Patrol Division consists of 420 Troopers whose primary responsibility is traffic enforcement. Troopers conduct special details such as LIDAR, line patrols and saturation details in designated "Hot Spots". Increased focus is given during major holiday periods in an effort to reduce crashes. All MCSU inspectors are Alabama Peace Officers Standards and Training (APOST) certified and conduct CMV and non-CMV traffic enforcement on a daily basis as part of their routine duties. Troopers work various shifts to cover 24 hours per day, 7 days a week performing traffic enforcement as part of their daily routine in an effort to reduce crashes. Troopers cover all local, state and federal highways. Troopers conduct special details concentrating on traffic enforcement in construction areas and "hot spot" areas during holiday periods in order to reduce crashes.

In addition to routine duties, the MCSU will utilize high-priority grant-funded overtime to increase traffic enforcement by 10%. These activities will be focused on CMV enforcement with an inspection and CMV enforcement without an inspection. Additional emphasis will be placed on excessive speed, work zone safety, impaired driving, distracted driving, occupant/driver restraint, driver fatigue, prohibited operation – DACH and Federal OOS violations, and other areas identified by MCSU field Sergeants and the FMCSA programs analyst when examining crash data from previous quarters. Data collected will also indicate days and times when these crashes are occurring, which will be utilized when scheduling enforcement efforts, i.e., strike forces, overtime opportunities, and or routine workdays. Highway Patrol CVE-certified and non-CVE Troopers will be afforded the opportunity to work grant-funded overtime, if available, in high-risk areas as outlined in the FY22 high-priority award (expires 9/30/2024). These troopers will be instructed to place emphasis on the above-mentioned driving behaviors regarding CMVs and non-CMV.

The MCSU utilizes 63 Highway Patrol personnel each year as force multipliers on inspections, CMV traffic enforcement, and other CMV safety activities. The 63 Highway Patrol personnel work independently of and in conjunction with the 72 arresting officers assigned to the MCSU. Primarily the joint efforts are conducted through planned monthly details that are directed towards high crash corridors identified through analyzed crash data. When not participating in a coordinated monthly detail, personnel conduct inspections in their assigned territories and within specific areas (roadways) and times that data indicates when and where CMV involved crashes are most likely to occur.

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	3500	3600	4250
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	0	0	425
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	0	0	2340
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	2040	2040	2040

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 (including border inspections, if applicable), 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 (including border inspections, if applicable), investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2014/2015 activities.

FY 2023 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2023 Activities	Average 2014/15 Activities
42200	12	950	43162	36013

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.

During the Combined Accident Reduction Efforts (CARE) identified enforcement dates the Alabama Law Enforcement Agency utilizes all available uniformed personnel to conduct traffic enforcement in high crash corridors throughout the state. Previous years' statistics have included numbers from ALEA's Highway Patrol Division. Those numbers have been removed from this year's eCVSP.

The MCSU will utilize Highway Patrol personnel as force multipliers for non-CMV traffic enforcement on mile posted routes within high crash corridors. The projected goal for non-CMV traffic enforcement, 2,340, is derived from one trooper working an average of 13 days a month. Historically, troopers are required to maintain a 2 contact an hour minimum during a 10 hour shift.

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	Enhanced 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: AL DEPARTMENT OF REVENUE

Enter the agency name responsible for PRISM in the State: AL DEPARTMENT OF REVENUE

Narrative Overview for FY 2021 - 2023

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your PRISM and/or ITD program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

Alabama participates in PRISM at the enhanced level.

Program Activities for FY 2021 - 2023: Describe any activities that will be taken to implement, maintain or improve your PRISM and/or ITD programs.

Alabama is fully PRISM compliant.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress (e.g., including quarterly SF-PPR reporting).

Alabama is PRISM compliant. Performance measures to ensure Alabama remains PRISM compliant are as follows:

Identify vehicles assigned to carriers under a Federal OOS order or operating without operating authority when operating authority is required and take the appropriate enforcement action by placing the vehicle OOS.

Identify vehicles assigned to carriers on the PRISM Target File and prioritize those carriers for inspection.

Consider as probable cause, the FMCSA OOS condition and/or OOS order against the DOT number of the motor carrier responsible for safety.

Seek and implement authority to remove the license plates from vehicles associated with motor carriers that have been suspended for operating under a Federal OOS order.

Implement procedures to determine how to correct the unassigned or incorrectly assigned safety events.

Ensure PRISM training is provided to all enforcement officers.

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	58	70	33	58	39
CMV Safety Belt Education and Outreach	0	0	0	0	0
State Trucking Association Meetings	4	2	1	1	1
State-Sponsored Outreach Events	844	705	518	778	1076
Local Educational Safety Events	0	0	0	0	0
Teen Safety Events	0	0	0	0	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.

The MCSU will work closely with the various associations and the general public to meet the demand for CMV educational and awareness needs. The MCSU will conduct 25 Public Education and Awareness activities, throughout the fiscal year. The MCSU will utilize the Public Information Office (PIO) with the Alabama Law Enforcement Agency (ALEA) to assist with state-sponsored outreach and local educational safety events which encompasses CMV Safety Belt Education outreach and Teen Safety. The Alabama Law Enforcement Agency's PIO conducts safety talks to various organizations throughout the State of Alabama when requested. ALEA provides these educational outreach programs as service to the various organizations in effort to educate the public on safety related issues. The educational outreach events provided by PIO vary from one to four hours in length.

The MCSU training section will implement annual refresher training on the tactics to recognize and address human trafficking/smuggling and drug interdiction detection in conjunction with a CMV inspection for MCSAP personnel.

The Alabama Department of Transportation (ALDOT) website (<https://www.dot.state.al.us/programs/WorkZoneAwareness.html>) provides outreach and educational campaigns on promoting work zone safety. The website offers General information on Work Zone Safety Information and offers information and training videos to the general public. This initiative is supported by the Alabama Law Enforcement Agency, formerly the Alabama Department of Public Safety.

The MCSU anticipates distributing informational cards to the general public for CMV and non-CMV interactions. These cards are provided by Truckers Against Trafficking at no cost.

The CMV Safety Belt Education and Outreach, Local Educational Safety Events, and Teen Safety Events activities are included in the Carrier Safety and State-Sponsored Outreach Events.

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	25	25	25
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	500	500	500
<input type="radio"/>	<input checked="" type="radio"/>	Local Educational Safety Events	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events	0	0	0

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

Public Education and Awareness activities will be measured based on the number of activities and the feedback from the various audiences. The MCSU has established a database to track the number of outreach activities performed. The MCSU will utilize an evaluation form, which will be reviewed by the training section, to ensure the effectiveness of the training provided. The MCSU has 1 Corporal whose primary function is to conduct safety education and outreach. The MCSU relies upon its inspectors, weight detail personnel, and troopers assigned to the compliance review section to fill-in as necessary to conduct outreach as subject matter experts.

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 State Safety Data Quality (SSDQ) requirements to ensure 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	Yes

Available data sources:

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

Enter the agency name responsible for Data Quality: Alabama Law Enforcement Agency

Enter the agency or agencies name responsible for DataQs: Alabama Law Enforcement Agency

Enter the agency name responsible for the Crash Data Repository: Alabama Law Enforcement Agency

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2021 - 2023.

SSDQ 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.

A&I Online data snapshot used was dated July 13, 2021.

Narrative Overview for FY 2021 - 2023

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

Program Activities FY 2021 - 2023: Describe activities that will be taken to achieve or maintain a "Good/Green" rating in all measures including the overall SSDQ rating. Also, describe how your State provides resources to

conduct DataQs operations within your State, and describe how elevated/appeals requests are handled.

The MCSU proposes to maintain a "Good/Green" status by utilizing two retired state employees charged with monitoring and addressing data quality issues. These employees will ensure the crash and inspection data remains in a "Good/Green" status by checking and responding to DataQ queries in a timely manner. DataQ appeals are referred to the chain of command if they are not resolved during the initial response.

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

The MCSU utilizes two full time (Administrative Support Assistant & Sergeant) and two part time employees (Retired State Employee) to monitor crash reports and driver/vehicle examination reports daily, prior to submission to SafetyNet. This helps ensure accurate data is submitted to FMCSA in a timely manner, so the state remains in the "green/good" category.

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	444	442	486	675	665
Intrastate	0	0	0	0	0
Total Audits	444	442	486	675	665

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:

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	09/30/2021
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	1190
Current Number of Past Dues	55

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)	136	0	136	0	140	0
# of Safety Audits (Offsite)	364	0	600	0	810	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	500	0	736	0	950	0
# of Non-Audit Resolutions	350	0	350	0	350	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.

During fiscal year 2020, the MCSU conducted 718 New Entrant Safety Audits, exceeding the goal set forth in the grant agreement. Internal controls have been enacted to ensure New Entrant Safety Audits, or non-audit resolutions are assigned, investigated, completed, and reviewed/uploaded prior to statutory deadlines.

In addition to conducting New Entrant Safety Audits, Non-Audit Resolutions, and Compliance Investigations, Safety Auditors will identify and take appropriate action against carriers identified as "chameleon carriers". New Entrant Safety Auditors have completed 3 VCO's during calendar year 2020.

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.

Auditors will follow the guidelines and procedures for conducting on-site and off-site safety audits to ensure all New Entrant Safety Audits are completed within statutory guidelines. Additionally, New Entrant Safety Auditors have been directed to ensure all work assignments are completed within a 30-day window of the due date of each assigned motor carrier. These controls will help ensure eligible motor carriers do not become "past-due". It should be noted the MCSU is slotted for five full time New Entrant Safety Auditors; however, there are currently two vacancies. The MCSU anticipates on filling these vacancies as determined by the hiring expectations of the agency.

Alabama has no carriers identified as "past-due" and will continue to ensure no carrier exceeds the statutory requirement to have a New Entrant Safety Audit conducted. The following are strategies to accomplish this goal:

1. Assigning carriers to New Entrant Auditors within 120 days of the carrier entering the New Entrant Program.

2. Assigning New Entrant Auditors specific geographical territories throughout the state based on the auditors home of record (for carriers required to undergo an on-site NE Safety Audit).
3. Utilizing the off-site New Entrant Safety Audit process to reach multiple carriers and minimize cost.
4. Auditors will submit "contact records" bi-weekly indicating a non-audit resolution was completed. The "contact records" are entered immediately upon submission to the New Entrant Supervisor and the Retired State Employee.
5. Upon completion of a New Entrant Safety Audit, Auditors will submit the Safety Audit for review within 24 hours to one of the New Entrant Supervisors and the audit will be uploaded within 36 hours.
6. Obtain training for additional two trooper's to conduct New Entrant Safety Audits part time.

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 anticipated outcome for FY 2023 is that Alabama will have 0 late, or past due, carriers. As carriers become "high-risk" and are required to undergo a comprehensive compliance investigation, the New Entrant Section has three personnel cross-trained to conduct compliance investigations to ensure "high-risk" carriers do not become past due.

Strategy: Conduct 950 New Entrant Safety Audits on Alabama based carriers

Strategies to be completed within 90 days of acceptance of the Grant Award:

113 New Entrant Safety Audits will be completed on New Entrant Motor Carriers and uploaded to MCMIS. Carriers will be assigned by the New Entrant Supervising Corporal based on the geographical location of the carrier and the Troopers work area. Carriers will be closely monitored by the New Entrant Supervising Corporal to ensure none of the carriers become "past-due".

Strategies to be completed within 180 days of acceptance of the Grant Award:

110 additional New Entrant Safety Audits will be completed on New Entrant Motor Carriers and uploaded to MCMIS. Carriers will continue to be assigned by the New Entrant Supervising Corporal based on geographic location and to continue to try and reduce the cost of New Entrant Safety Audits.

Strategies to be completed within 270 days of acceptance of the Grant Award:

143 additional New Entrant Safety Audits will be completed on New Entrant Motor Carriers and uploaded to MCMIS. Carriers will continue to be assigned by the New Entrant Supervising Corporal based on geographic location and to continue to and reduce the cost of New Entrant Safety Audits.

Strategies to be completed within 365 days of acceptance of the Grant Award:

115 additional New Entrant Safety Audits will be completed on New Entrant Motor Carriers and uploaded to MCMIS. Carriers will continue to be assigned by the New Entrant Supervising Corporal based on geographic location and to continue to reduce the cost of New Entrant Safety Audits.

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 MCSAP CVSP Planning Memorandum 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 Imminent Hazard (IH) or UNSAT/UNFIT OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

Check this box if:

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

Part 3 Section 2 - Passenger Carrier Enforcement

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.

MCMIS data from CY 2018-2020 (Snapshot from 07/13/2021) indicates there were 0 fatal crashes involving passenger carriers on Alabama highways. The MCSU will utilize the USDOT Motor Coach Safety Action Plan as a guide to carry out the program strategies and activity plans outlined below.

Alabama has had 0 fatal crashes involving a passenger carrier on Alabama Highways in CY 2021. (Snapshot CAPS/ADVANCE program 07/13/2021)

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.

MCMIS data from 2018-2020 does not indicate a significant passenger carrier transportation safety problem. However, the importance of passenger carrier safety is too high to not set an objective for future goals regarding reducing passenger carrier crashes and the reduction for fatal crashes. Therefore, the performance goal for MCSU will be to continue to reduce fatal passenger carrier crashes by 50% per year from the 2017-2019 annual average which was 11. That average equates to a reduction of 5.5 fatal crashes by the end of 2023. MCSU is on pace to achieve these goals.

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

The MCSU plans to conduct 4 forty-hour "Strike Force" details during CY 2023 with concentration in areas of high passenger carrier traffic. The "Strike Forces" will be conducted by certified passenger carrier inspectors at origin/destination, contract school bus carriers, curb side operations and traffic enforcement inspections in order to reduce fatal crashes. The MCSU will continue to conduct surveillance

of curb side operations and will review scheduled stops of passenger carriers utilizing the following websites; www.gotobus.com, www.tornadobus.com, www.capitoltrailways.com, www.greyhound.com and www.megabus.com.

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 MCSU Passenger Carrier Coordinator will complete "Strike Force" detail summary reports and submit them to unit supervisors for review. The summary reports will be compared with crash data in the identified counties. MCMIS and CARE will be used to evaluate and determine if enforcement efforts are reducing fatal crashes. The MCSU Passenger Carrier Coordinator will review "Strike Force" detail summaries and inspection reports to ensure quality. The training coordinators will monitor MCMIS and CARE data to evaluate and identify trends in fatal crash involvement.

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.

Work Zone crash reduction

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

The goal of the MCSU was to reduce the number of CMV involved crashes in work zones by 5% per year. From 2016-2019, there were an average of 212 work zone crashes involving CMV's per year. A 5% reduction would equal a reduction of 11 per year.

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

During CY2020, there have been 62 work zone crashes involving CMV's having occurred at the time of this report (06/16/2020).

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

Prior to March of 2020, difficulties achieving this goal have included a reduction in MCSU personnel due to retirements and resignations. In March of 2020, ten inspectors were added to the MCSU, but an impact of these additional troopers will not come to fruition until the fourth quarter of CY2020. In addition to MCSAP Troopers, regular Highway Patrol Troopers will be conducting enforcement activities in the area of work zones. MCSU Commanders will continue to explore options to utilize existing personnel and funding to meet the goals set in the FY2020 CVSP.

Activity #2

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

Post Crash Inspections

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

The goal of the MCSU will be to conduct post-crash inspections on CMV's involved in crashes where the CMV contributed to the accident and serious injuries or a fatality was involved. MCSU supervisors will review crash criteria with MCSU inspectors to ensure post-crash inspections are completed in a uniform and consistent manner. The MCSU anticipated conducting 10 post-crash investigations for CY 2017. CMC CDR Purchase

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

During CY2016, the MCSU conducted 10 post crash investigations. Year to date 2017, the MCSU has conducted 10 post crash investigations.

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

In order to accomplish this goal, communication with the Highway Patrol Division of ALEA as well as with Municipal and County Law Enforcement Agencies is critical. CMV contributed injury or fatal crashes investigated by these agencies can go uninvestigated without the proper notifications. Criteria set by the MCSU is constantly communicated to those agencies so that when crashes occur, the appropriate MCSU notifications are made.

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 MCSAP CVSP Planning Memorandum 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.

The use of eRODs and Post Crash Inspection data.

Narrative Overview for FY 2021 - 2023

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

Increased Inspectors utilization of eRODs and the subsequent transfer of data along with efficient enforcement of the hours of service regulations. During Post Crash Inspections the collection of all potentially pertinent information to be analyzed from the CMV.

Projected Goals for FY 2021 - 2023:

Enter performance goal.

Nationally the utilization rate of eRODs is 68 percent. The goal would be a utilization rate of 85 percent progressing to 100 percent usage. 100 percent usage of the Synercon Technologies Evidence Data Recorder recently purchased to download information from CMVs during Post Crash Inspections.

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

eROD instruction and training during all Inspector annual in-service training along with new inspector software being developed to monitor data. Eight Synercon Technology Evidence Data Recorders have been recently purchased and will distributed throughout the state to be utilized for every Post Crash Inspection.

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 eROD utilization data will be reported within the quarterly reports that are forwarded to the FMCSA. The usage of the Evidence Data Recorders will be included in the quarterly reports forwarded to the FMCSA within the section regarding Post Crash Inspections.

State Objective #2

Enter the title of your State-Identified Objective.

Traffic Enforcement in High Crash Corridors

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

Alabama has seen an increase in traffic collisions and fatalities on mile-posted routes (Interstate, Federal & State). Collisions involving large trucks and passenger carriers are not always a result of the CMV driver's behavior but non-CMV driver's behavior as well. Historical data indicates hand-held cell phones, texting, inattention, speeding, unsafe lane changes, and following too close are some of the primary contributing circumstances associated with these types of crashes. The Alabama Law Enforcement Agency intends to conduct traffic enforcement activities on CMVs and non-CMV drivers when violations occur around large trucks and passenger carriers. These activities will help the MCSU achieve the collision-reduction goal and educate drivers on how their behavior affects everyone around them.

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

The goal of traffic enforcement activities in high crash corridors is to help meet and/or exceed our 2021 CMV fatal crash collision reduction goal by 3% and a reduction in overall crashes on mile posted routes (Interstate, Federal & State).

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

In addition to Level I, II, and III certified troopers, the Alabama Law Enforcement Agency has 420 troopers who are not NAS part A and B certified. The MCSU unit will utilize these troopers to conduct traffic enforcement activities in high crash corridors in an effort to reduce the collision reduction goal.

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 Alabama Law Enforcement Agency has incorporated Kronos (eSTART) which is an electronic timesheet database for employees to code specific work related activities. MCSU supervision will monitor timesheets and daily activity forms to ensure the activity goals are being met.

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 2023 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 95 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 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 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 a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 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 ensure 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 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$8,891,260.00	\$467,961.00	\$9,359,221.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,403,883.00
MOE Baseline:	\$207,521.44

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 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

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

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$1,403,883.00
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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
Account Tech	1	80.0000	\$33,188.76	\$26,551.00	\$25,223.46	\$1,327.54	\$0.00
ASA III	1	100.0000	\$52,387.20	\$52,387.20	\$49,767.84	\$2,619.36	\$0.00
ASA III	1	80.0000	\$42,861.95	\$34,289.56	\$32,575.08	\$1,714.48	\$0.00
Trooper	42	100.0000	\$73,132.93	\$3,071,583.06	\$2,918,003.91	\$153,579.15	\$0.00
Corporal	9	100.0000	\$80,474.76	\$724,272.84	\$688,059.20	\$36,213.64	\$0.00
Sergeant	2	100.0000	\$88,072.50	\$176,145.00	\$167,337.75	\$8,807.25	\$0.00
Sergeant	3	90.0000	\$89,978.40	\$242,941.68	\$230,794.60	\$12,147.08	\$0.00
Lieutenant	1	100.0000	\$97,092.80	\$97,092.80	\$92,238.16	\$4,854.64	\$0.00
Captain	1	90.0000	\$117,472.80	\$105,725.52	\$100,439.24	\$5,286.28	\$0.00
Part-Time Retired Employee	2	100.0000	\$33,280.00	\$66,560.00	\$63,232.00	\$3,328.00	\$0.00
Part-Time Retired Employee	1	50.0000	\$33,280.00	\$16,640.00	\$15,808.00	\$832.00	\$0.00
Planned MOE	1	0.0000	\$230,000.00	\$0.00	\$0.00	\$0.00	\$230,000.00
Subsistence	1	100.0000	\$164,160.00	\$164,160.00	\$155,952.00	\$8,208.00	\$0.00
*Traffic Enforcement Trooper	1	100.0000	\$50,000.00	\$50,000.00	\$47,500.00	\$2,500.00	\$0.00
Subtotal: Salary				\$4,828,348.66	\$4,586,931.24	\$241,417.42	\$230,000.00
Overtime Project Costs							
Overtime	1	100.0000	\$100,000.00	\$100,000.00	\$95,000.00	\$5,000.00	\$0.00
Subtotal: Overtime				\$100,000.00	\$95,000.00	\$5,000.00	\$0.00
TOTAL: Personnel				\$4,928,348.66	\$4,681,931.24	\$246,417.42	\$230,000.00
Accounting Method:	Accrual						

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

*Traffic Enforcement Troopers: In addition to Level I, II, and III certified troopers, the Alabama Law Enforcement Agency has 420 troopers who are not NAS part A and B certified. The MCSU unit will utilize these troopers to conduct traffic enforcement activities in high crash corridors in an effort to reduce the collision reduction goal.

Salary costs are included for Arresting and Civilian personnel with a total of \$4,828,348.66 as detailed on the attached spreadsheets for MCSAP Basic Arresting Personnel and MCSAP Basic Civilian Personnel.

Per Alabama law, officers are required to be paid \$12.00 per day of substance pay if the officer works at least 4 hours per day.

Due to the limited amount of personnel available to be assigned to the MCSU, overtime is included as a force multiplier at a total of \$100,000.00 to assist with post-crash details/investigations, inspections, DataQs, New Entrant Safety Audits and any other official administrative duties which may require troopers to go over the 40-hour work week that are MCSAP approved.

ASA III's are administrative support assistants who are assigned duties related to MCSAP including purchasing, time keeping, filing, record keeping as well as inquiries from the trucking community related to FMCSR's.

Accounting Technician is an administrative position working in the application of accounting and auditing principles, methods, and procedures in the establishment, analysis, and maintenance of fiscal records within the MCSU.

Retired State employees daily duties include answering phone inquiries from the public related to FMCSR's and serve as subject matter experts (SME) based on their prior full time positions within ALEA. The retired State employees are limited in their weekly hours worked as well as their allowable annual salary.

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
Retirement Overtime	51.6700	100.0000	\$100,000.00	\$51,670.00	\$49,086.50	\$2,583.50	\$0.00
100% Health Insurance	100.0000	100.0000	\$613,800.00	\$613,800.00	\$583,110.00	\$30,690.00	\$0.00
90% Health Insurance	100.0000	90.0000	\$44,640.00	\$40,176.00	\$38,167.20	\$2,008.80	\$0.00
80% Health Insurance	100.0000	80.0000	\$22,320.00	\$17,856.00	\$16,963.20	\$892.80	\$0.00
Retirement Trooper	51.6700	100.0000	\$4,069,093.70	\$2,102,500.71	\$1,997,375.68	\$105,125.03	\$0.00
Retirement Trooper	51.6700	90.0000	\$348,667.20	\$162,140.70	\$154,033.67	\$8,107.03	\$0.00
Retirement Civilian	14.8200	100.0000	\$52,387.20	\$7,763.78	\$7,375.59	\$388.19	\$0.00
Retirement Civilian	14.8200	80.0000	\$60,840.57	\$7,213.25	\$6,852.59	\$360.66	\$0.00
Trooper Medicare	1.4500	100.0000	\$4,069,093.70	\$59,001.85	\$56,051.76	\$2,950.09	\$0.00
Trooper Medicare	1.4500	90.0000	\$348,667.20	\$4,550.10	\$4,322.60	\$227.50	\$0.00
Overtime Medicare	1.4500	100.0000	\$100,000.00	\$1,450.00	\$1,377.50	\$72.50	\$0.00
Subsistence	1.4500	100.0000	\$164,160.00	\$2,380.32	\$2,261.30	\$119.02	\$0.00
Non-overnight per diem	1.4500	100.0000	\$46,600.00	\$675.70	\$641.92	\$33.78	\$0.00
Retired Employees FICA	7.6500	100.0000	\$66,560.00	\$5,091.84	\$4,837.25	\$254.59	\$0.00
Retired Employees FICA	7.6500	50.0000	\$33,280.00	\$1,272.96	\$1,209.31	\$63.65	\$0.00
Traffic Enforcement Trooper Retirement	51.6700	100.0000	\$50,000.00	\$25,835.00	\$24,543.25	\$1,291.75	\$0.00
Traffic Enforcement Trooper Medicare	1.4500	100.0000	\$50,000.00	\$725.00	\$688.75	\$36.25	\$0.00
TOTAL: Fringe Benefits				\$3,104,103.21	\$2,948,898.07	\$155,205.14	\$0.00

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

Fringe benefit costs for FICA, Retirement and Health Insurance costs, for all employees is reflected above. The three Retired State Employees are not included for retirement and health insurance.

Per State Law, state agencies are required to pay certain fringe benefits on salaries, subsistence, and/or overtime.

As members of the Alabama State Police Retirement Program, officers do not pay into Social Security. However, officers hired on or after April 1, 1986, participate in the Medicare program, and state agencies pay 1.45 percent for Medicare contributions on those officers. The FICA rate for civilians is 7.65 percent.

The FY 2023 retirement percentage paid by ALEA is 51.67 percent on arresting officers and 14.82 percent for civilians.

Health insurance costs are included at \$930 per month per employee at their respective percentage of time worked and is reflected above. Health Insurance is paid 100% by the agency.

Per Diem: Per IRS regulations, if the employee's regular pay is subject to FICA and/or Medicare, the non-overnight per diem is also subject to those withholdings.

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
CVSA / NAIC / COHMED Conferences	14	70	100.0000	\$42,000.00	\$39,900.00	\$2,100.00	\$0.00
FMCSA Workshops	6	30	100.0000	\$18,000.00	\$17,100.00	\$900.00	\$0.00
In-State Per Diem	1	365	100.0000	\$114,000.00	\$108,300.00	\$5,700.00	\$0.00
Out-of-State Travel	1	10	100.0000	\$2,500.00	\$2,375.00	\$125.00	\$0.00
Training Travel	1	14	100.0000	\$20,000.00	\$19,000.00	\$1,000.00	\$0.00
Alabama Trucking Ass. Travel	1	5	100.0000	\$1,400.00	\$1,330.00	\$70.00	\$0.00
TOTAL: Travel				\$197,900.00	\$188,005.00	\$9,895.00	\$0.00

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

CVSA / NAIC / COHMED conferences: Historically, the MCSU has had 3-5 members attend these conferences five to six days a week per conference and require two travel days, one before and one after each event. The budget amount is derived from airline fees, airport parking fees, checked baggage fees, hotel fees, meals, and car rental or taxi fees.

FMCSA Workshops (ITD / DataQ): The meetings are typically two to four days each and require two travel days, one before and one after. The budget amount is derived from airline fees, airport parking fees, checked baggage fees, hotel fees, meals, and car rental or taxi fees.

In-state Per Diem: Per Alabama law, the current per diem rate is \$12.75 for travel away from the assigned base for six hours or more and \$34.00 if the employee is away from the assigned base for twelve or more hours. Overnight travel for one night is \$85.00 and for two or more nights is \$100.00. The above-described cost was derived from historical data, and each line was an approximate estimated figure to previous parallel costs for similar budgets within the last three years. **There are 58 MCSAP personnel as well as a select few of CVE troopers participating in pre-planned details that would qualify for claiming in-state travel. Based on the above-mentioned definition of in-state per diem, historical data indicates qualifying for these claims is not a daily occurrence.**

Out-of-state travel / Training Travel: Any MCSU-related travel not explicitly identified that may be required during the year. Training travel: Any MCSU-related travel specifically related to training, such as NAS certifications, Drug Interdiction Assistance Program (DIAP), Investigative Safety Analysis, and New Entrant Safety Audit.

Alabama Trucking Association travel (ATA): One event per year. Usually attended by the MCSU Unit commander; this is a four-day event. Generally withing driving distance.

Title	# of Employees	Transportation/ Travel Fees	Lodging Fees	Meals	Total
CVSA Spring	5	\$8,000.00	\$5,000.00	\$2,000.00	\$15,000.00
CVSA Fall	5	\$8,000.00	\$5,000.00	\$2,000.00	\$15,000.00
COHMED	2	\$3,200.00	\$2,000.00	\$800.00	\$6,000.00
NAIC	2	\$3,200.00	\$2,000.00	\$800.00	\$6,000.00
ITD Workshop	3	\$4,800.00	\$3,000.00	\$1,200.00	\$9,000.00
DataQ Workshop	3	\$4,800.00	\$3,000.00	\$1,200.00	\$9,000.00
In-state Per Diem					\$114,000.00
Out-Of-State Travel					\$2,500.00
Training Travel					\$20,000.00
ATA Travel	1	\$0.00	\$1,000.00	\$400.00	\$1,400.00
			Grand Total		\$197,900.00

The above-described cost was derived from historical data, and each line item was an approximate estimated figure to previous parallel costs for similar budgets within the last three years.

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
Police Vehicles and associated equipment	9	\$54,790.00	100	\$493,110.00	\$468,454.50	\$24,655.50	\$0.00
TOTAL: Equipment				\$493,110.00	\$468,454.50	\$24,655.50	\$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 MCSU anticipates purchasing 9 police vehicles during FY23; however, it is unknown the type of vehicle(s) that will be available due to state contract negotiations. The projected costs identified above is based on historical data from previous vehicle purchases. Vehicle and associated equipment project costs include the purchase of 9 police vehicles, light and radio installation packages, push bumpers, and any other associated equipment.

Part 4 Section 6 - Supplies

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

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Uniforms Costs	1 annually	\$26,501.00	100.0000	\$26,501.00	\$25,176.00	\$1,325.00	\$0.00
Field Supplies	1 annually	\$8,000.00	100.0000	\$8,000.00	\$6,800.00	\$1,200.00	\$0.00
Printers	10 each	\$400.00	100.0000	\$4,000.00	\$3,400.00	\$600.00	\$0.00
Office Supplies	1 annually	\$10,000.00	100.0000	\$10,000.00	\$8,501.00	\$1,499.00	\$0.00
Scanner	3 each	\$490.00	100.0000	\$1,470.00	\$1,249.65	\$220.35	\$0.00
Computers and accessories	22 each	\$3,350.00	100.0000	\$73,700.00	\$71,489.00	\$2,211.00	\$0.00
TOTAL: Supplies				\$123,671.00	\$116,615.65	\$7,055.35	\$0.00

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

Funding for Web Gear/Uniforms is included at \$26,501.00 to cover any necessary uniform needs for MCSU officers. The MCSU used historical data to determine the amount of funding required to replace Web Gear/Uniforms. The MCSU has 61 officers assigned to perform MCSAP related duties and functions as their primary work related responsibility and anticipates expanding the size of the unit.

Funding for Field Supplies is included at \$8,000 to cover costs for the grant period. This covers items needed that are under \$500.00, such as flashlights, power inverters, creepers, ammunition, etc.

Printers are requested at \$400.00 each for 10 printers, with a total of \$4,000.00 to replace printers no longer operable.

Office supply funding is included at \$10,000.00 which covers supply needs under \$500.00, such as paper, ink, pens, printer cartridges, software, cables, etc.

Three document scanners are included in the budget at \$490.00 each for 3 scanners for a total of \$1,470.00 to replace the scanners that are no longer serviceable.

The computers and accessories project cost will include purchasing 22 new laptop computers to replace those that have reached their operational lifespan, 9 docking stations, and accessories related to the use of the new laptops.

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.

The Unique Entity Identifier (UEI) is the new, non-proprietary identifier that replaces the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

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	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
TOTAL: Contractual and Subaward				\$0.00	\$0.00	\$0.00	\$0.00

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

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

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

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Software Purchases	1 annually	\$1,000.00	100.0000	\$1,000.00	\$850.10	\$149.90	\$0.00
Estimated Conferences - Registration fees	6 annually	\$2,319.00	100.0000	\$13,914.00	\$13,219.00	\$695.00	\$0.00
CVSA Decals	1 annually	\$1,700.00	100.0000	\$1,700.00	\$1,615.00	\$85.00	\$0.00
CVSA Membership Dues	1 annually	\$15,000.00	100.0000	\$15,000.00	\$12,751.50	\$2,248.50	\$0.00
Gasoline and Vehicle Maintenance	12 monthly	\$33,415.00	100.0000	\$400,980.00	\$390,665.00	\$10,315.00	\$0.00
Copier Rental	12 monthly	\$500.00	100.0000	\$6,000.00	\$5,100.60	\$899.40	\$0.00
Communication Service Costs	12 monthly	\$5,583.33	100.0000	\$66,999.96	\$56,956.67	\$10,043.29	\$0.00
Brochures/Publications	1 annually	\$6,494.00	100.0000	\$6,494.00	\$6,198.00	\$296.00	\$0.00
TOTAL: Other Costs				\$512,087.96	\$487,355.87	\$24,732.09	\$0.00

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

Conference registration fees are budgeted at \$13,914.00 to cover registration fees for the conferences attended by MCSU personnel including the CVSA and ATA conferences.

CVSA Decals are used by inspectors to identify when an inspection has been performed on a commercial vehicle and no hazardous violations were found. CVSA decals (\$3.84 a sheet for 420 sheets) are budgeted for \$1,700.00 including shipping costs.

CVSA Membership dues are budgeted at \$15,000.00 to cover one year of dues for the Motor Carrier Safety Unit.

Gasoline and vehicle maintenance costs are budgeted at \$33,415.00 per month for 12 months for a total of \$400,980.00. These are necessary costs to cover gasoline and vehicle maintenance for vehicles used for MCSAP eligible enforcement activities. The MCSU utilizes Police Pursuit Vehicle's (PPVs) to perform MCSAP eligible activities. **Currently, the MCSU has 53 fleet vehicles, 7 of which are spares for MCSAP personnel that experience break-downs and other vehicle issues that may arise. The reflected amount also includes the gasoline and maintenance costs for the vehicles to be purchased that are identified in this eCVSP given they are purchased, outfitted, and issued prior to the expiration of this grant.**

Rental fees for a copier are charged at \$500.00 per month for 12 months, for a total of \$6,000.00.

Communication service costs are included for \$66,999.96 to cover monthly service costs for Southern Linc and Verizon.

Software purchases are included at a cost of \$1,000.00. This cost is for any commercially available software purchases, to enhance the ability of MCSU inspectors to more efficiently perform job related duties and tasks. Examples of potential software purchases may include, but are not limited to: Microsoft Office, Adobe Pro DC, and anti-virus software.

Funding for brochures and publications is included with a total of \$6,494.00 to cover printing costs of out-of-service criteria, manuals, and other MCSAP related printings as necessary. These publications will be purchased from outside vendors.

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$8,891,260.00	\$467,961.00	\$9,359,221.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,403,883.00
MOE Baseline:	\$207,521.44

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Account Tech	\$25,223.46	\$1,327.54	\$26,551.00	\$0.00
ASA III	\$49,767.84	\$2,619.36	\$52,387.20	\$0.00
ASA III	\$32,575.08	\$1,714.48	\$34,289.56	\$0.00
Trooper	\$2,918,003.91	\$153,579.15	\$3,071,583.06	\$0.00
Corporal	\$688,059.20	\$36,213.64	\$724,272.84	\$0.00
Sergeant	\$167,337.75	\$8,807.25	\$176,145.00	\$0.00
Sergeant	\$230,794.60	\$12,147.08	\$242,941.68	\$0.00
Lieutenant	\$92,238.16	\$4,854.64	\$97,092.80	\$0.00
Captain	\$100,439.24	\$5,286.28	\$105,725.52	\$0.00
Part-Time Retired Employee	\$63,232.00	\$3,328.00	\$66,560.00	\$0.00
Part-Time Retired Employee	\$15,808.00	\$832.00	\$16,640.00	\$0.00
Planned MOE	\$0.00	\$0.00	\$0.00	\$230,000.00
Subsistence	\$155,952.00	\$8,208.00	\$164,160.00	\$0.00
*Traffic Enforcement Trooper	\$47,500.00	\$2,500.00	\$50,000.00	\$0.00
Salary Subtotal	\$4,586,931.24	\$241,417.42	\$4,828,348.66	\$230,000.00
Overtime	\$95,000.00	\$5,000.00	\$100,000.00	\$0.00
Overtime subtotal	\$95,000.00	\$5,000.00	\$100,000.00	\$0.00
Personnel total	\$4,681,931.24	\$246,417.42	\$4,928,348.66	\$230,000.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Retirement Overtime	\$49,086.50	\$2,583.50	\$51,670.00	\$0.00
100% Health Insurance	\$583,110.00	\$30,690.00	\$613,800.00	\$0.00
90% Health Insurance	\$38,167.20	\$2,008.80	\$40,176.00	\$0.00
80% Health Insurance	\$16,963.20	\$892.80	\$17,856.00	\$0.00
Retirement Trooper	\$1,997,375.68	\$105,125.03	\$2,102,500.71	\$0.00
Retirement Trooper	\$154,033.67	\$8,107.03	\$162,140.70	\$0.00
Retirement Civilian	\$7,375.59	\$388.19	\$7,763.78	\$0.00
Retirement Civilian	\$6,852.59	\$360.66	\$7,213.25	\$0.00
Trooper Medicare	\$56,051.76	\$2,950.09	\$59,001.85	\$0.00
Trooper Medicare	\$4,322.60	\$227.50	\$4,550.10	\$0.00
Overtime Medicare	\$1,377.50	\$72.50	\$1,450.00	\$0.00
Subsistence	\$2,261.30	\$119.02	\$2,380.32	\$0.00
Non-overnight per diem	\$641.92	\$33.78	\$675.70	\$0.00
Retired Employees FICA	\$4,837.25	\$254.59	\$5,091.84	\$0.00
Retired Employees FICA	\$1,209.31	\$63.65	\$1,272.96	\$0.00
Traffic Enforcement Trooper Retirement	\$24,543.25	\$1,291.75	\$25,835.00	\$0.00
Traffic Enforcement Trooper Medicare	\$688.75	\$36.25	\$725.00	\$0.00
Fringe Benefits total	\$2,948,898.07	\$155,205.14	\$3,104,103.21	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA / NAIC / COHMED Conferences	\$39,900.00	\$2,100.00	\$42,000.00	\$0.00
FMCSA Workshops	\$17,100.00	\$900.00	\$18,000.00	\$0.00
In-State Per Diem	\$108,300.00	\$5,700.00	\$114,000.00	\$0.00
Out-of-State Travel	\$2,375.00	\$125.00	\$2,500.00	\$0.00
Training Travel	\$19,000.00	\$1,000.00	\$20,000.00	\$0.00
Alabama Trucking Ass. Travel	\$1,330.00	\$70.00	\$1,400.00	\$0.00
Travel total	\$188,005.00	\$9,895.00	\$197,900.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Police Vehicles and associated equipment	\$468,454.50	\$24,655.50	\$493,110.00	\$0.00
Equipment total	\$468,454.50	\$24,655.50	\$493,110.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Uniforms Costs	\$25,176.00	\$1,325.00	\$26,501.00	\$0.00
Field Supplies	\$6,800.00	\$1,200.00	\$8,000.00	\$0.00
Printers	\$3,400.00	\$600.00	\$4,000.00	\$0.00
Office Supplies	\$8,501.00	\$1,499.00	\$10,000.00	\$0.00
Scanner	\$1,249.65	\$220.35	\$1,470.00	\$0.00
Computers and accessories	\$71,489.00	\$2,211.00	\$73,700.00	\$0.00
Supplies total	\$116,615.65	\$7,055.35	\$123,671.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Contractual and Subaward total	\$0.00	\$0.00	\$0.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Software Purchases	\$850.10	\$149.90	\$1,000.00	\$0.00
Estimated Conferences - Registration fees	\$13,219.00	\$695.00	\$13,914.00	\$0.00
CVSA Decals	\$1,615.00	\$85.00	\$1,700.00	\$0.00
CVSA Membership Dues	\$12,751.50	\$2,248.50	\$15,000.00	\$0.00
Gasoline and Vehicle Maintenance	\$390,665.00	\$10,315.00	\$400,980.00	\$0.00
Copier Rental	\$5,100.60	\$899.40	\$6,000.00	\$0.00
Communication Service Costs	\$56,956.67	\$10,043.29	\$66,999.96	\$0.00
Brochures/Publications	\$6,198.00	\$296.00	\$6,494.00	\$0.00
Other Costs total	\$487,355.87	\$24,732.09	\$512,087.96	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$8,891,260.33	\$467,960.50	\$9,359,220.83	\$230,000.00
Total Costs Budgeted	\$8,891,260.33	\$467,960.50	\$9,359,220.83	\$230,000.00

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$8,891,260.00	\$467,961.00	\$9,359,221.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,403,883.00
MOE Baseline:	\$207,521.44

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$4,586,931.24	\$241,417.42	\$4,828,348.66	\$230,000.00
Overtime Subtotal	\$95,000.00	\$5,000.00	\$100,000.00	\$0.00
Personnel Total	\$4,681,931.24	\$246,417.42	\$4,928,348.66	\$230,000.00
Fringe Benefits Total	\$2,948,898.07	\$155,205.14	\$3,104,103.21	\$0.00
Travel Total	\$188,005.00	\$9,895.00	\$197,900.00	\$0.00
Equipment Total	\$468,454.50	\$24,655.50	\$493,110.00	\$0.00
Supplies Total	\$116,615.65	\$7,055.35	\$123,671.00	\$0.00
Contractual and Subaward Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Costs Total	\$487,355.87	\$24,732.09	\$512,087.96	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$8,891,260.33	\$467,960.50	\$9,359,220.83	\$230,000.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$8,891,260.33	\$467,960.50	\$9,359,220.83	\$230,000.00

Part 5 - Certifications and Documents

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

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

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? Hal Taylor
2. What is this person's title? Secretary of Alabama Law Enforcement
3. Who is your Governor's highway safety representative? William (Bill) Babington
4. What is this person's title? Director - ADECA - LETS Division

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

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

State Certification declaration:

I, Hal Taylor, Secretary of Alabama Law Enforcement, on behalf of the State of ALABAMA, 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? Hal Taylor
2. What is the title of your certifying State official? Secretary of Alabama Law Enforcement
3. What are the phone # and email address of your State official? 334-676-7000

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

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

I, Hal Taylor, 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

APPENDIX A. RATES FOR EMPLOYEE BENEFITS

Employee Benefits - Include the State's employer matching contributions for all employee benefits: Federal Social Security and Medicare (FICA), RSA's retirement funds, group health insurance, Worker's Compensation Insurance and Unemployment Compensation Insurance for each quarter. State contribution rates for FY2022 are as follows:

FICA - Social Security and Medicare	Calendar Year	Salary Base	Rate
	2021	Maximum \$142,800	7.65%
	2021	Over \$142,800	1.45%
	2022	Maximum \$148,300 ¹	7.65%
	2022	Over \$148,300 ¹	1.45%

RETIREMENT – Tier 1	Plan	% of Earnable Compensation
	Teachers	12.43%
	Judicial Groups 1 & 2 (Elected prior to 11/08/2016)	42.10%
	State Police	52.22%
	State Employees	14.83%

RETIREMENT – Tier 2	Plan	% of Earnable Compensation
	Teachers	11.32%
	Judicial Group 3 (Elected on or after 11/08/2016)	37.47%
	State Police	42.86%
	State Employees	14.44%

RETIREMENT	Plan	% of Earnable Compensation
	District Attorneys	19.77%
HEALTH INSURANCE	Plan	FY2022 Monthly Rate Per Employee
	SEIB	\$930
	PEEHIP	\$800

¹ Estimated amounts.