



## **ARIZONA**

### ***Commercial Vehicle Safety Plan***

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

**Fiscal Years 2023 - 2025**

**Date of Approval: July 31, 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 2023 - 2025)
- Part 2: Crash Reduction and National Program Elements (FY 2023 - 2025)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2023 - 2025)
- 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****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 Arizona Department of Public Safety (AZDPS) is to provide public safety to the State of Arizona.

The goal of the AZDPS Commercial Vehicle Enforcement Task Force (CVETF) is to reduce crashes, injuries and fatalities involving large commercial trucks and buses. AZDPS CVETF will accomplish this goal through intelligent enforcement of state law and the commercial vehicle and hazardous materials safety regulations, and engaging in educational outreach to carriers, commercial drivers, and the public.

**Part 1 Section 3 - MCSAP Structure Explanation**
**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 type="radio"/>	<input checked="" type="radio"/>	Are there initiatives involving "rural roads" included in this CVSP?
<input type="radio"/>	<input checked="" 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?

AZDPS is charged by state law with enforcing rules and regulations governing the safe operations of motor carriers, shippers and vehicles transporting hazardous materials. The AZDPS CVETF is comprised of two patrol Districts (CVE North & CVE South), and MCSAP Administration, which is a supporting workgroup, within the Special Enforcement Bureau of the Commercial Vehicle Task Force (CVETF). The two patrol Districts are headquartered regionally, with one in the southern portion of the state and the other in the central portion. The MCSAP Administration workgroup, which is responsible for training/certification, records, finance/budgeting, DataQ, data quality, crash data, and time & accounting are based at the Department's headquarters. New Entrant activities are conducted by the Arizona Department of Transportation as a sub-grantee.

The over 80 troopers, supervisors, and professional staff assigned full-time to the AZDPS CVETF promote highway safety through investigation, education, inspection and enforcement operations, including border enforcement activities, in keeping with MCSAP Program requirements. To complement its full-time CVE efforts, and to ensure a cadre of personnel ready to fill vacancies as they occur, DPS deploys 194 CVE-trained troopers within its regular patrol ranks. While not assigned to full-time CVE activities, these troopers constitute the DPS CVETF reserves and are regularly integrated into large-scale CVE deployment and enforcement initiatives.

As the MCSAP lead agency, AZDPS provides CVE training and technical assistance to agencies throughout the state. AZDPS CVE provides CMV inspector certification/in-service to hundreds of inspectors from dozens of different agencies. Working independent of the State's CVSP, those inspectors support the State's overall CMV-safety effort, by addressing CMV-safety issues within their individual jurisdiction. Select members of AZDPS CVETF also participate as instructors and subject matter experts in conjunction with the National Training Center and the Commercial Vehicle Safety Alliance.

**Part 1 Section 4 - MCSAP Structure****Instructions:**

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

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

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

Lead Agency Information	
Agency Name:	ARIZONA DEPARTMENT OF PUBLIC SAFETY
Enter total number of personnel participating in MCSAP activities	83
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	77
Traffic Enforcement Activities	77
Investigations *	6
Public Education and Awareness	77
Data Collection and Reporting	6
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	ARIZONA DEPARTMENT OF TRANSPORTATION
Enter total number of personnel participating in MCSAP activities	9
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	5
Traffic Enforcement Activities	0
Investigations *	6
Public Education and Awareness	0
Data Collection and Reporting	1
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	33
Total # of MCSAP Participating Personnel:	221

## 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 2023 - 2025 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.*

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

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

## Part 2 Section 2 - CMV Crash Reduction

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

### **Trend Analysis for 2017 - 2021**

#### **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			
01/01/2021	12/31/2021	104	50	104
01/01/2020	12/31/2020	106	50	106
01/01/2019	12/31/2019	79	50	106
01/01/2018	12/31/2018	89	50	106
01/01/2017	12/31/2017	102	50	102

**MOTORCOACH/PASSENGER CARRIER CRASHES**

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	11	5	11
01/01/2020	12/31/2020	3	5	3
01/01/2019	12/31/2019	6	5	6
01/01/2018	12/31/2018	9	5	9
01/01/2017	12/31/2017	8	5	8

## Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	1	0	1
01/01/2020	12/31/2020	0	0	0
01/01/2019	12/31/2019	1	0	1
01/01/2018	12/31/2018	3	0	3
01/01/2017	12/31/2017	3	0	3

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

FMCSA A&I: 11/2/2022 State-Level Commercial Motor Vehicle (CMV) number of fatal crashes has been updated to reflect 2017-2021.

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

It should be noted that the crash rates above do not distinguish between a CMV merely being involved in a crash, and actually being responsible. In making its collision reduction plans, AZDPS focuses on the areas/issues where data indicates a propensity for the CMV being responsible for the crash.

Due to restrictions regarding "in-transit" inspection on passenger carrying vehicles, enforcement efforts are limited to destination locations for inspections. Within Arizona, AZDPS partners with the National Park Service to conduct bus inspections at the Grand Canyon. At least two enforcement details are conducted annually at the Grand Canyon, including Grand Canyon West. Additionally, inspections are conducted at the US/Mexico Border, and an enforcement detail focused on addressing unsafe passenger-carrier operation is conducted each summer.

The Hazardous Materials regulations are complex and can be daunting for inspectors. To improve subject matter confidence, AZDPS CVETF has tasked a trooper with providing regular in-service and mentoring at monthly hazardous materials enforcement details.

**Narrative Overview for FY 2023 - 2025****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.**

Fatal CMV-involved crashes on state highways have predominately been the result of CMV and non-CMV driver action. Less than 5% per year, were due to equipment failure. Driver action and behavior continues to be a significant contributing factor in CMV-involved fatal crashes. To impact and make a reduction in the collisions, AZDPS will conduct target details based off of statistical data on reported high crash areas. We will continue to educate and participate in community outreach to eliminate lack of knowledge pertaining to CMV and non-CMV drivers.

**CMV-Responsible Fatal Crashes on state highways: Driver Action & Equipment Failure**

AZ Fiscal Year	Crashes	Due to equipment		Due to driver action	
2022	83	0	0%	83	100%
2021	65	0	0%	65	100%
2020	43	0	0%	43	100%
2019	52	0	0%	52	100%
2018	52	2	4%	50	96%

**CMV-Responsible Injury Crashes on state highways: Driver Action & Equipment Failure**

AZ Fiscal Year	Crashes	Due to equipment		Due to driver action	
2022	965	0	0%	965	100%
2021	778	0	0%	778	100%
2020	721	0	0%	721	100%
2019	705	24	3%	705	97%
2018	612	50	8%	612	92%

TraCS 09/09/2022

Per FARS and MCMIS, over 17,000 bus-related crashes occurred in CY2020. 1.6% of those collisions involved a fatality. At 3.8%, Arizona's rate was higher, but that was a by-product of the overall number of bus-related crashes dropping from 166 in CY2019 to 105 in CY2020, while the number of fatal crashes remained at eight. The restrictions regarding "in-transit" inspection on passenger carrying vehicles impacts the ability optimally address

passenger carrier safety. Aside from targeting obvious safety violations while in transport, DPS must limit inspections to destination locations for inspections. In Arizona, this results in most of our large-scale initiatives held at the Grand Canyon and the US/Mexico Border.

Prior to the FY2018 eCVSP, AZDPS did not distinguish hazardous materials crashes on the grounds of whether there was a cargo release. While they will now be tracked separately, our targeting strategies will not.

**Hazardous Materials (HM) Crash - Cargo Release: No**

	CY2016	CY2017	CY2018	CY2019	CY2020
HM Crashes	89	67	66	61	67
HM Fatality	1	3	2	1	1
HM Injury	1	2	1	17	11

**Hazardous Materials (HM) Crash - Cargo Release: Yes**

	CY2016	CY2017	CY2018	CY2019	CY2020
HM Crashes	7	9	10	9	10
HM Fatality	0	3	3	1	0
HM Injury	0	1	0	2	5

Data Source: FMCSA A&I 07/23/2021

**Enter the data source and capture date:**

AZDPS TraCS and FMCSA A&I 9/9/2022

**Projected Goal for FY 2023 - 2025:**

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
2023	2
2024	2
2025	2

**Program Activities for FY 2023 - 2025: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.**

The AZDPS CVETF will utilize grant funding and allocate resources to positively impact public safety by reducing the number of CMV injury and fatal collisions. The AZDPS is committed to equitable enforcement practices and has strong internal policies regarding bias-based department action. CVETF personnel will select vehicle and drivers for inspection in keeping with internal policies which are consistent with CVSA Operational Policy 13.

A total of eight enforcement squads (four in each of two CVETF districts) are dedicated to full-time CMV enforcement activities. These squads are deployed throughout the state in metropolitan and rural areas with a focus on interstate highway traffic. In addition to daily enforcement activities, a minimum of two monthly CMV enforcement details will be scheduled according to crash data and statistics. It is anticipated 100 MCSAP-funded staff hours per month will be devoted to these monthly details. Detail time, locations, staffing, and priorities will be focused on collision reduction based upon data analysis. Enforcement detail focus areas will include hours of service, hazardous moving violations, construction zones, restraint usage, impaired driving, and equipment safety. AZDPS will participate in all national safety initiatives such as International Roadcheck. Since driver-error is the primary cause of crashes, special emphasis will be given to addressing unsafe driving and at least 33% of inspections will be Level III.

AZDPS will conduct a minimum of four annual passenger transportation enforcement details with a goal of 600 inspections. Intrastate passenger carriers will be targeted as part of the education and outreach efforts to promote the overall CVSP goal of crash reduction and traffic safety. To complement this effort, at least one passenger carrier outreach activity will be conducted each quarter. The following selected detail locations handle a high volume of passenger carriers and have adequate facilities to inspect buses while minimizing interference with passenger and carrier operations.

- Grand Canyon National Park in conjunction with the National Park Service
- Horseshoe Bend tourist attraction area in Page, Arizona
- Shuttle van terminal locations in Tucson, Nogales, Phoenix
- United States / Mexico border crossing locations

AZDPS will conduct Hazardous Materials (HM) vehicle inspection enforcement details on a quarterly basis. Enforcement will focus on moving violations and crash reduction. Additional enforcement details may be conducted at "static" locations to inspect for proper HM load securement. Squad supervisors, including the HM Coordinator, will ensure proper detailed inspections are performed on HM vehicles with a focus on crash causing violations and proper HM load securement.

Over the last calendar year, AZDPS personnel discovered discrepancies in fatal crash reporting data. The Arizona Department of Transportation (ADOT) generates fatality reports from information received through external sources, (such as death certificates, et al.) At times, this information can be inaccurate and would require updating, such as whether the fatality involved a collision or if a commercial motor vehicle was involved in the fatality or not. These changes often result in discrepancies between data collected by AZDPS and data collected by FARS, which would show as missing information in MCMIS generated reports and negatively affect the State's Data Quality. An algorithm has been used to eliminate reports from SafetyNet, which do not meet the Department's reporting criteria, therefore resolving the discrepancies. The deletions are tracked to reduce the risk of pertinent data loss. As a result of these measures, Arizona's Fatal Crash Completeness Measure has increased from 88% in December 2019 to 108% in July 2020.

***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.***

Quarterly reports will document enforcement details and indicate the number of CMV inspections conducted, identified by type (i.e. HazMat) and level (i.e. Level III). The goal is for inspectors to conduct Level III inspections on at least 33% of their inspections which is monitored through field supervision and checking ASPEN and SAFETYNET databases.

Crash data will be evaluated on a quarterly basis to determine efficacy of enforcement efforts. Enforcement focus will be shifted as needed based on the crash data; including enforcement efforts in high crash areas, and increasing enforcement details. Results of this analysis will be reported quarterly. Targeted violations will be tracked and reported on a quarterly basis to compare with crash data and overall effectiveness of the strategy. Targeted violations will be documented during the year. In addition, AZDPS evaluates crash data and enforcement efforts monthly through our internal 28-Day Review process. These processes will complement each other in support of our goals.

AZDPS will designate a Hazardous Materials (HM) coordinator. The coordinator will evaluate inspection data on a quarterly basis to determine if HM carrier intervention is necessary based on violation history and frequency. They will coordinate the need for carrier interventions with the CVETF Compliance Review Squad and FMCSA.

## Part 2 Section 3 - Roadside Inspections

*In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2023 - 2025. 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 2017 - 2021

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	2497	2626	2872	2983	3329
Level 2: Walk-Around	7704	8907	9602	9919	10488
Level 3: Driver-Only	14427	12004	8774	4999	4482
Level 4: Special Inspections	1	2	2	0	7
Level 5: Vehicle-Only	384	253	218	191	95
Level 6: Radioactive Materials	0	0	0	0	4
<b>Total</b>	<b>25013</b>	<b>23792</b>	<b>21468</b>	<b>18092</b>	<b>18405</b>

### Narrative Overview for FY 2023 - 2025

#### 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.

Aspen and TraCS are the application systems by the state while conducting CVE enforcement.

#### 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.

There are 66 troopers and supervisors assigned full-time to the two AZDPS CVETF districts. These personnel are stationed throughout the state and conduct roadside CVE enforcement as their primary activity, although they also conduct inspections at the international/interstate ports of entry. The assignment and scheduling of personnel is based on data analysis, including crash times/locations and violations identified. In addition, 194 CVE-trained Troopers within AZDPS' regular patrol districts contribute to collision reduction by conducting CVE enforcement as part of their standard patrol responsibilities. CVE activity and CMV crash data are collected and contrasted every 28 days during CompStat style chain of command review meetings. Areas/ issues of concern and violation data are then identified and incorporated into personnel deployment plans. Targeted violations are tracked and reported on a quarterly basis to compare with crash data and overall effectiveness of enforcement strategies. To ensure continuing inspector certification and quality control, inspection numbers are tracked and random inspection reports are sampled for critique and review with the issuing inspector and their supervisor. The fixed facility inspections are facilitated at the ports of entry. They conduct weight enforcement, verify paperwork and credentials, and conduct inspections. AZDPS plans to meet or exceed the 15% in FY2023. We will meet this objective through recent web-based training that was released to all the Arizona's Inspectors a few months ago. AZDPS CVETF Training Unit also taught about DACH during Operation Roadcheck.

### Projected Goals for FY 2023 - 2025

#### Instructions for Projected Goals:

*Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2023 - 2025. 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:** ARIZONA DEPARTMENT OF PUBLIC SAFETY

**Enter the total number of certified personnel in the Lead agency:** 194

Projected Goals for FY 2023 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6300	500	600	7400	20.24%
Level 2: Walk-Around	13000	2500	100	15600	42.66%
Level 3: Driver-Only	13000	0	200	13200	36.10%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	50	10	300	360	0.98%
Level 6: Radioactive Materials	0	5	0	5	0.01%
<b>Sub-Total Lead Agency</b>	<b>32350</b>	<b>3015</b>	<b>1200</b>	<b>36565</b>	

### MCSAP subrecipient agency

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

ARIZONA DEPARTMENT OF  
**Subrecipient is:** TRANSPORTATION

**Enter the total number of certified personnel in this funded agency:** 8

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	200	100	50	350	100.00%
Level 2: Walk-Around				0	0.00%
Level 3: Driver-Only				0	0.00%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
<b>Sub-Total Funded Agencies</b>	<b>200</b>	<b>100</b>	<b>50</b>	<b>350</b>	



**Non-Funded Agencies**

Total number of agencies:	33
Enter the total number of non-funded certified officers:	358
Enter the total number of inspections projected for FY 2023:	33000

**Summary**

## Projected Goals for FY 2023 - Roadside Inspections Summary

Projected Goals for FY 2023 Summary for All Agencies					
<b>MCSAP Lead Agency: ARIZONA DEPARTMENT OF PUBLIC SAFETY</b>					
<b># certified personnel: 194</b>					
<b>Subrecipient Agencies: ARIZONA DEPARTMENT OF TRANSPORTATION</b>					
<b># certified personnel: 8</b>					
<b>Number of Non-Funded Agencies: 33</b>					
<b># certified personnel: 358</b>					
<b># projected inspections: 33000</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6500	600	650	7750	20.99%
Level 2: Walk-Around	13000	2500	100	15600	42.26%
Level 3: Driver-Only	13000	0	200	13200	35.76%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	50	10	300	360	0.98%
Level 6: Radioactive Materials	0	5	0	5	0.01%
<b>Total MCSAP Lead Agency &amp; Subrecipients</b>	<b>32550</b>	<b>3115</b>	<b>1250</b>	<b>36915</b>	

**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.

AZDPS facilities do not include fix-site inspection locations. As a result, most inspections are done at the roadside, which is generally not an appropriate place to conduct a Level I inspection. Arizona finds this acceptable, as the majority of CMV collision-causing violations can be addressed by Level II and Level III inspections. This rationale supports Arizona's goal for Level I inspections at less than 25% of all inspections.

**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 2024 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	36565	400	33000	69965
Enter total number of certified personnel	194	5	358	557
Projected Goals for FY 2025 Roadside Inspections				
Enter total number of projected inspections	36565	400	33000	69965
Enter total number of certified personnel	194	5	358	557

## Part 2 Section 4 - Investigations

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

### Trend Analysis for 2017 - 2021

Investigative Types - Interstate	2017	2018	2019	2020	2021
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site				10	26
CSA On-Site Focused/Focused CR			7	17	16
CSA On-Site Comprehensive			13	6	13
<b>Total Investigations</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>33</b>	<b>55</b>
Total Security Contact Reviews					
Total Terminal Investigations					0

Investigative Types - Intrastate	2017	2018	2019	2020	2021
Compliance Investigations				0	0
Cargo Tank Facility Reviews				0	0
Non-Rated Reviews (Excludes CSA & SCR)		32	36	0	0
CSA Off-Site			0	0	5
CSA On-Site Focused/Focused CR		183	151	41	5
CSA On-Site Comprehensive		24	22	30	120
<b>Total Investigations</b>	<b>0</b>	<b>239</b>	<b>209</b>	<b>71</b>	<b>130</b>
Total Security Contact Reviews		1	1	0	0
Total Terminal Investigations		1	10	1	0

**Narrative Overview for FY 2023 - 2025****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 2023 - 2025**

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2023 - 2025.

Projected Goals for FY 2023 - 2025 - Investigations						
Investigation Type	FY 2023		FY 2024		FY 2025	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	5	64	5	64	5	64
CSA On-Site Comprehensive	5	16	5	16	5	16
<b>Total Investigations</b>	<b>10</b>	<b>80</b>	<b>10</b>	<b>80</b>	<b>10</b>	<b>80</b>
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

The State Enforcement Programs Summary Data in the eCVSP tool kit (which only goes back to FY2015) caused us confusion regarding the number and type of investigations we complete. We track the cases we complete internally and the numbers in A&I do not even remotely align with them (A&I shows much higher.) This particular format of the CVSP was new for the FY2018 eCVSP and has exposed that there must have been a misunderstanding over the years.

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

The AZDPS CVETF Compliance Review Squad includes five Troopers and a Supervisor. The unit works in cooperation with the Arizona FMCSA Division Office to complete investigations on both interstate and intrastate carriers.

Compliance Review personnel work full-time on investigation activities, but also participate in CVE deployments/details and take other related enforcement action as appropriate. Additionally, the Compliance Review Squad oversees New Entrant activities conducted by ADOT (as a sub-grantee).

CVETF Investigation cases are initiated based on information obtained from a variety of sources, including roadside inspections, CMV-involved crashes, complaints from outside sources, and safety alerts.

The Unit was once allocated six investigator positions, but in 2021 reduced to five investigator positions. The loss of one position equates to a 16% reduction in production which would eliminate any chance of a 20% increase in production. There has also been no discussion regarding increasing the staffing of the investigations squad and the Highway Patrol Division cannot afford to transfer all the personnel we need to fill the enforcement vacancies we have

**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 CVETF Compliance Review Squad will assess the FMCSA safety ratings for Arizona based intrastate and interstate motor carriers on a quarterly basis and will assign the poorest rated carriers to investigators. The squad supervisor will meet with district command staff quarterly and review the status of investigations assigned to CVETF Investigations personnel, as well as outcomes of completed investigations. CVE investigations data will be reported quarterly.

The Compliance Review Squad has a goal to complete 90 compliance reviews each year to improve carrier safety ratings and overall motor carrier safety. Our ability to meet this goal has been reduced by significant turnover in the squad due to retirement. We are in the process of training and mentoring three new investigators. As these new investigators gain experience and competence, we expect our

number of compliance reviews to begin to return to normal over the next one to two years. The District Commander is initiating an internal review of investigation practices and timelines. This designed to improve the efficiency of the program. One of the new investigators is also a Hazardous Materials Specialist which will improve our work to improve safety with Hazardous Materials carriers.

So far this year the unit has completed 21 investigations, if the unit continues at the current pace, it will finish the fiscal year at approximately 68 investigations. Knowing how well the unit has grown and is performing, and considering the knowledge and proficiency gained by the unit will be much slower over the next few years as higher expert investigative proficiency is a slow process, improvement will be slow. The realistic goal for the unit for 2023 is plus five percent (71 investigations) and plus five percent (75 investigations) in 2024. By 2025 the unit will have matured and 75 investigations per year will be the maximum per year going forward. The only way to increase production would be to fill vacancies for one or more investigators to the unit.

**Part 2 Section 5 - Traffic Enforcement**

*Traffic enforcement means documented enforcement activities by 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 2017 - 2021**
**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		
01/01/2021	12/31/2021	40716	42477
01/01/2020	12/31/2020	40813	38529
01/01/2019	12/31/2019	50107	49075
01/01/2018	12/31/2018	39588	47862
01/01/2017	12/31/2017	33537	60355

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2021	12/31/2021	4063	3002
01/01/2020	12/31/2020	6865	6952
01/01/2019	12/31/2019	2954	3454
01/01/2018	12/31/2018	6653	7294
01/01/2017	12/31/2017	4904	5622

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2021	12/31/2021	2077	2327
01/01/2020	12/31/2020	4773	5948
01/01/2019	12/31/2019	1585	2272
01/01/2018	12/31/2018	2427	2715
01/01/2017	12/31/2017	3565	3565

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

Safetynet and DPS TraCS: 11/2/2022 Our agency does engage in non-CMV traffic enforcement, however, since this was a new reporting section in FY2014, we did not anticipate the need to establish a system to effectively cull out CMV cites/warnings from non-CMV cites/warnings. Providing the total number of non-CMV stops was possible, but the numbers were skewed due to a program initiated in previous years, which was later spun off into a separate High Priority Grant. The numbers from that program, which targets unsafe non-CMV around CMVs, could give the false impression we are placing a lot of emphasis on non-CMVs as a part of the Basic Grant. We have established a system which will facilitate a more effective totaling of this data, but it cannot provide historical data.

**Narrative Overview for FY 2023 - 2025**

**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 AZDPS Commercial Vehicle Enforcement (CVETF) seeks to reduce commercial vehicle related collisions, injuries, and fatalities through enforcement of federal motor carrier regulations and state traffic laws. This is primarily accomplished through traffic enforcement with an accompanying motor carrier inspection. The CVETF consists of two CVE Districts. The CVE North District deploys 32 troopers in four enforcement squads along key interstate transportation routes including Interstates 15, 40, 17 and 10. In addition, the district includes the seven-member Hazardous Materials Response Unit and the five-member Compliance Review Squad. The CVE South District deploys 29 Troopers in four squads along Interstates 8, 10 and 19. The District also includes the six-member State Regulated Vehicles Squad which focuses on student transportation.

CVETF Troopers provide coverage seven days a week with shifts focusing on high collision areas and times. Targeted enforcement efforts will include hazardous materials carriers, passenger carriers, and CMV's traveling through construction zones. In addition to dedicated CVETF personnel, AZDPS has 247 State Troopers who are trained to conduct commercial vehicle inspections at different levels. These Troopers join the CVETF Districts in targeted enforcement operations and serve as a force multiplier that supports the public safety goals of the program. Troopers focus their efforts primarily on CMV enforcement with no more than 10% of reimbursed funding related to non-CMV traffic enforcement.

The nine employees of the MCSAP Administration Section support the CVETF through several key programs including Data Quality, DataQ reviews, Training, Technology, and financial reporting.

In 2018 the CMV enforcement unit of the Department of Public Safety had 126 enforcement positions, and currently in 2022 only 64 enforcement positions. The 50 percent reduction in force means the unit has not met recent grant goals such as the number of Passenger Vehicle Inspections (PVI) targeted during the 2020-2022 grant period. Part of the recent reduction in personnel included moving the Hazmat unit out of CMV enforcement and into a primary Hazmat response remediation role in a different division. The loss of the Hazmat Unit to a different Division greatly affects the ability of the CMV enforcement in meeting Hazmat goals as the Hazmat Unit no longer has a primary focus primarily on roadside Hazmat inspections. The

only way the unit has been successful in maintaining high levels of performance/inspections has been by leveraging grant funds which allowed inspectors to work as much as 75% overtime to make up for the lack of personnel.

The CMV enforcement unit continues to find new and innovative ways to positively affect CMV traffic and assist the FMCSA in meeting aggressive goals and objectives. Inspectors are trained to look for state and federal violations such as excessive speed, restraint usage, impaired driving, and distracted driving. Inspectors also regularly participate in educational safety talks for the trucking industry and high school driving classes where young drivers learn how to drive near a CMV and avoid danger zones around CMVs. While inspectors can't safely conduct enforcement activities in most work zones, inspectors do perform enforcement details in safe areas leading into work zones which raise the awareness of truck drivers as they proceed through the work zones.

AZDPS does not allow CMV enforcement activities within work zones for several reasons. 1. Work zones do not have safe locations to conduct driver inspections and no areas acceptable for a vehicle inspection. 2. Attempting to conduct CMV enforcement activities in an area immediately prior to a work zone increase the probability of creating traffic flow instability which results in an increased collision picture.

AZDPS utilizes fully marked patrol vehicles which are detrimental to surveillance needed to monitor human trafficking in truck stops and rest areas. A significant amount of human trafficking now utilizes the internet and cell phone applications which cannot be monitored or traced by CMV inspectors. Taskforces exist which can be funded to conduct online investigations focused on human trafficking in the CMV realm, but prosecution is difficult if the crime occurred in a different state.

Funding for refresher training will remind personnel about the importance of pursuing investigations. Staffing for extensive details is very limited and experience has demonstrated the most effective training is focused on roadside interdiction based upon identifying and following up on indicators noted during a standard roadside inspection.

Integrating human trafficking/smuggling information into safety talks for the trucking industry would be the best means of addressing the issue. If trucking companies had access to an application to report (maybe anonymously) a CMV believed to be involved with human trafficking to law enforcement inspectors could look for the CMV and conduct an intervention/investigative stop.

CMV inspectors routinely provide safety talks as requested by carriers and in support of the goals of institutions such as the Arizona Trucking Association. The relationships built through the interactions have and continue to build a trusted relationship beneficial to all parties and most importantly enhances the safety of the motoring public.

Knowing CMV drivers are the most important factor in preventing CMV collisions, inspectors primarily focus on level 3 driver inspections looking for prohibited operations such as Drug and Alcohol Clearing House (DACH) and Federal Out of Service (OOS) violations. Inspector regularly expand inspections to level 2 "walk-around" as they note violations on their approach to drivers and while walking back to their patrol vehicles.

The CVE training unit will provide additional training and bulletin to all inspectors in Arizona regarding how to utilize all the tools available to increase the catch rate for DACH by 15% and OOS motor carriers by 10% as requested in the grant solicitation.

### ***Projected Goals for FY 2023 - 2025***

*Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2023 - 2025. 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 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	40000	40000	40000
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	5000	5000	5000
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	4100	4100	4100
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	3000	3000	3000

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
83415	90	1400	84905	71167

***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.***

CVE activity and CMV related crash data is collected and contrasted monthly through our department-wide 28-Day Review process. Enforcement activity is evaluated down to the trooper level which provides a mechanism for supervisors to provide meaningful oversight. This internal review supports the objectives and goals reported during the quarterly reporting process. Metrics on the 28-Day review are revised periodically to better reflect work product and progress toward goals. Areas/issues of concern can be identified and incorporated into personnel deployment plans and enforcement priorities. Distinction is made regarding CMV-responsible and non-CMV-responsible crash causations, which helps with deployment of resources

AZDPS has dedicated itself to using traffic collision analysis as a primary means in deployment of enforcement assets. Reviewing collision data provides a robust picture of the primary causes of collisions and locations warranting increased enforcement activity. The CVETF unit has recently been authorized its own analyst who will be able to create custom reports and analysis of CMV collision data to further enhance enforcement operations.

## Part 2 Section 6 - Safety Technology

*Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must maintain, at a minimum, full PRISM participation. FMCSA defines “fully participating” in PRISM for the purpose of determining eligibility for MCSAP funding, as when a State’s or Territory’s International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.*

*PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Financial Information Part per the method these costs are handled in the State’s accounting system (e.g., contractual costs, other costs, etc.).*

### Safety Technology Compliance Status

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

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

Available data sources:

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

**Enter the agency name responsible for ITD in the State:** Arizona Department of Transportation

**Enter the agency name responsible for PRISM in the State:** Arizona Department of Transportation

### Narrative Overview for FY 2023 - 2025

**Problem Statement Narrative and Projected Goal: Describe activities your State plans to implement in order to maintain participation in PRISM at your current level (Full, Enhanced, Expanded) and ITD goals.**

As of 10/1/2020, Arizona meets all the requirements for Full Participation in PRISM.

As of 10/21/2020, Arizona has passed the virtual audit and was informed we are fully PRISM compliant by the FMCSA.

**Program Activities for FY 2023 - 2025: Describe any actions that will be taken to maintain full participation in PRISM and any ITD activities.**

As of 10/1/2020, Arizona meets all the requirements for Full Participation in PRISM.

As of 10/21/2020, Arizona has passed the virtual audit and was informed we are fully PRISM compliant by the FMCSA.

***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).***

Arizona Department of Public Safety will work with ADOT and MVD to provide quarterly updates of statistical data for reporting periods.

## Part 2 Section 7 - Public Education and Outreach

*A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.*

### **Trend Analysis for 2017 - 2021**

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

Public Education and Outreach Activities	2017	2018	2019	2020	2021
Carrier Safety Talks		18	23	35	46
CMV Safety Belt Education and Outreach		3	2	1	9
State Trucking Association Meetings		1	2	2	2
State-Sponsored Outreach Events		5	16	5	3
Local Educational Safety Events		4	14	8	9
Teen Safety Events		4	2	6	3

### **Narrative Overview for FY 2023 - 2025**

**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.**

Public education and outreach are an important component of our CMV safety efforts. Outreach activities are the responsibility of all personnel assigned to the AZDPS CVETF program, although none are assigned on a full-time basis. Consistently, 10 Troopers will be called upon to support our outreach activities. These activities will be conducted on a monthly basis throughout the year and will include:

All major enforcement mobilizations, including *International Roadcheck*, *Operation Safe Driver*, and *Southern Shield* (an annual AZDPS effort), will include an invitation for members of the motor carrier industry to accompany CVE Troopers as they inspect CMV's and engage in related enforcement activities. This will promote better understanding of the relevant laws/regulations and bolster the respective CMV safety efforts of both law enforcement and industry.

- High visibility enforcement details will be conducted monthly by CVETF Troopers. These details will focus on collision reduction in CMVs but will also address non-CMV's operating unsafely around CMVs. Public outreach and social media messaging will be conducted throughout the year in support of these details.
- CVETF Troopers will instruct the *Share the Road* program, including "Teens & Trucks" and "Curbing Distracted Driving" in high schools throughout the state.
- CMV's approaching construction zones, slowing traffic, or restricted lanes pose a heightened risk to public safety.
- AZDPS will incorporate this as an emphasis area in our social media and public outreach efforts. We will include FMCSA resources and sharable materials in this effort.
- In conjunction with the Passenger Safety Initiative (PSI), D16 sergeants will continue to maintain existing outreach events with passenger transportation carriers, and seek out new opportunities for outreach events by focusing on the transportation hubs in Nogales, Tucson and Phoenix.
- AZDPS CVETF will provide outreach to hazardous materials carriers to assist them in being safe and regulatory compliant. These carriers will be identified and prioritized based on an analysis of inspection and crash data.
- AZDPS CVETF will actively solicit carriers to host safety talks directed at topics of particular interest/concern
- CVETF Southern District Sergeants will continue to partner with existing motor carriers, and identify new partnerships, to engage in safety talks emphasizing proper restraint usage, driving distractions, Human Trafficking Awareness, pre-trip inspections, and other topics of particular interest or concern.
- Troopers will continue to focus enforcement efforts, in safe locations, before and after construction zones. Ongoing construction zones will be identified with strategies to identify and safely enforce hazardous and unsafe vehicle operations. Many troopers find the reduced speeds in a construction zones ideal for spotting drivers not properly restrained and distracted by cell phone use.

CVETF Souther District coordinate enforcement and outreach activities for the 2023 Human Trafficking Awareness Initiative Jan 9 – 13. This will be the 2<sup>nd</sup> annual initiative. In 2022, D16 troopers incorporated the awareness initiative during roadside stops and during two outreach events along I-10 travel centers in Eloy and Benson. Troopers handed out Truckers Against Trafficking (TAT) wallet cards and window decals containing

resource information. More TAT wallet cards and window decals have already been issued to troopers to share for ongoing Human Trafficking Awareness. Also, the free TAT smart phone app will be recommended for download. This comprehensive app educates users on the Human Trafficking Red Flags and allows users to report activity. The CVETF will strategically deploy personnel at more locations during the 2023 Human Trafficking Awareness Initiative in 2023, including Ports of Entry and expanded roadside inspection awareness utilizing the TAT resources and building partnerships with various travel center managers.

### **Projected Goals for FY 2023 - 2025**

**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 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	25	25	25
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	10	10	10

**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.**

AZDPS CVETF maintains an internal scorecard which tracks enforcement details and outreach activities. Supervisors will report metrics from each outreach event on a weekly basis, including the type, duration, and number of attendees. This information will be reviewed and reported each quarter to ensure the program goals are being met.

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

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with 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	No

Available data sources:

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

**Enter the agency name responsible for Data Quality:** Arizona Department of Public Safety

**Enter the agency or agencies name responsible for DataQs:** Arizona Department of Public Safety

**Enter the agency name responsible for the Crash Data Repository:** Arizona Department of Public Safety

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 2023 - 2025.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2023	Goal for FY 2024	Goal for FY 2025
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

Data current as of 9/8/2022

**Narrative Overview for FY 2023 - 2025**

**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.).

There are no issues or problems encountered with the SSDQ measures and rates.

**Program Activities FY 2023 - 2025:** 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 MCSAP Administration Section has a full-time employee who completes downloads of driver vehicle examination reports, crashes, and audits of previously listed data daily. These tasks and best practices will continue to ensure that AZDPS maintains an overall “good” SSDQ rating. MCSAP Administration also has a full time employee who processes and maintains the DataQ system through the FMCSA Portal. The position is dedicated to communicating back and forth with the carrier, as well as internal to the sworn personnel who completed the inspection report. All findings and conclusions are submitting via the DataQ system.

DataQ appeals are handled within AZDPS. CVETF has a formal DataQ Board that consists of a Captain and other selected members of CVETF. When we receive notification from a carrier that they would like their DataQ to go to further review, we then schedule a meeting for the board to review. Shortly after the meeting, we notify the carrier of the final findings.

***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.***

During 2020, an Administrative Service Manager (ASM) was added to the MCSAP Administration Section. The ASM's responsibilities include oversight of each of the SSDM measures. The section's full-time staff of four works closely together to ensure data quality and accomplishment of objectives. The ASM also participates in the monthly department-wide 28-Day Review process.

## Part 2 Section 9 - New Entrant Safety Audits

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.207](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

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

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

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input checked="" type="radio"/>	<input 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 2017 - 2021

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

New Entrant Safety Audits	2017	2018	2019	2020	2021
Interstate	380	429	378	409	611
Intrastate	0	0	0	0	0
<b>Total Audits</b>	<b>380</b>	<b>429</b>	<b>378</b>	<b>409</b>	<b>611</b>

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 2023 - 2025

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: <a href="#">New Entrant website</a>	
Date information retrieved from NEWS Dashboard to complete eCVSP	06/23/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	2346
Current Number of Past Dues	601

**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 2023 - 2025**

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

Projected Goals for FY 2023 - 2025 - New Entrant Safety Audits						
	FY 2023		FY 2024		FY 2025	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	150	0	150	0	150	0
# of Safety Audits (Offsite)	1250	0	1250	0	1250	0
# Group Audits	0	0	0	0	0	0
<b>TOTAL Safety Audits</b>	<b>1400</b>	<b>0</b>	<b>1400</b>	<b>0</b>	<b>1400</b>	<b>0</b>
# of Non-Audit Resolutions	450	0	450	0	450	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.

\*\*\*Note: AZDPS is the MCSAP Lead Agency for Arizona, but until recently New Entrant activities have been handled under a separate grant by the Arizona Department of Transportation (ADOT). AZDPS now oversees ADOT's activities as a subgrantee.\*\*\*

Under the direction of AZDPS, ADOT will complete New Entrant safety audits on new interstate motor carriers within the statutory time limits to assure that the program participants are demonstrating compliance with commercial motor vehicle safety and hazardous materials regulations and have effective safety management programs in place. Through this effort, the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles will be reduced.

The State anticipates expanding its New Entrant activities to include intrastate carriers, as interstate New Entrant activity time and workload permits.

The ADOT New Entrant program consists of a sworn supervisor/auditor, three sworn full time officers/auditors, one sworn part time officer/auditor and one civilian auditor. The six auditors are also certified to conduct commercial vehicle inspections. A thorough review of the New Entrant Unit has been conducted, including several meetings between AZDPS and ADOT partners, along with an AMS Mapping Project overseen by an ADOT LEAN coach. It was concluded that additional personnel were needed to address the issue of the past due audits. ADOT ESB is in the process of requesting the following personnel positions for the New Entrant Unit (NEU):

One (1) new certified police officer position assigned full-time to the NEU to conduct audits

One (1) new civilian Customer Service Representative 4 position assigned full-time to the NEU to conduct audits

One (1) new administrative position assigned full-time to the NEU to assist Sgt. Graff with administrative functions and pre-screening of audit applications

One (1) ESB police officer who is currently conducting audits for 50% of his work week to be assigned full time to the NEU to conduct audits

With the addition of the new personnel, it is estimated approximately 10-15 additional audits per week would be completed. This number of additional audits being conducted would assist with the current past due inventory and the trending increase of new audit requests being received every month.

**Activity Plan for FY 2023 - 2025:** 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.

With the proposed increase in auditors to the program, ADOT expects to complete 1,400 interstate New Entrant safety audits within the required deadline. The New Entrant Program Manager will assign safety audits to the New Entrant staff using the New Entrant Web System (NEWS) – New Entrant Inventories, etc. The safety audit assignments will be made based on the carrier's priority due date. A weekly total of 5-6 carriers will be assigned to each of the New Entrant Program auditors. As the assignments are completed successfully, the New Entrant Program Manager will assign more carriers to maintain a consistent workload of 30-40 carriers per auditor. Currently Onsite audits have been changed to Offsite Audits due to FMCSA's current COVID policies, while the remaining will be conducted remotely via telephone (Offsite audit). When the Onsite COVID Policy expires, Onsite Audits will resume which could result in a loss of productivity due to the estimated travel times to complete Onsite audits. The New Entrant Program Manager will assure that staff members continue to complete required training and maintain appropriate certifications required to conduct New Entrant safety audits and CVSA roadside inspections. The New Entrant Manager will continue to Pre-Screen the audit inventory to identify motor carriers that do not require a New Entrant Audit. This Pre-Screen process has shown a 10-15% reduction in inventory to date.

ADOT will consolidate dates for at least 10% of the onsite safety audits (if required by FMCSA Policy) conducted on motor carriers outside the general Phoenix area. This effort will serve to reduce New Entrant program costs and improve efficiency through the reduction of duplicated travel costs associated with safety audits on non-local New Entrant motor carriers.

***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 New Entrant Program Manager will review CVSA inspections and safety audit reports for quantity, quality, completeness and accuracy throughout the month and will hold regular unit meetings to discuss current progress toward program goals. The New Entrant Program Manager will utilize FMCSA statistical programs to regularly analyze the performance of each auditor and compare productivity with expectations. The New Entrant unit's statistical activity in the areas of safety audits, CVSA inspections and attempted carrier contacts will be evaluated and reported on a quarterly basis. The New Entrant Program Manager will also utilize FMCSA programs and reports to monitor the New Entrant timeline requirements to prevent overdue safety audits on New Entrant motor carriers.

The New Entrant Program Manager will regularly review safety audit assignments and assure that at least 10% of the non-local audits are being consolidated. The New Entrant Program Manager will also query the Arizona Department of Transportation Spillman system to assess unit progress in reducing the average travel time per safety audit. This data will be evaluated and reported on a quarterly basis.

Currently the New Entrant Manager is reporting weekly audit inventory updates to the ADOT/AZDPS CVE Task Force command staff. ADOT will continue to complete a quarterly performance report and submit it to AZDPS for incorporation into the MCSAP quarterly PPR.

**Part 2 Section 10 - Border Enforcement**

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

**Trend Analysis for 2017 - 2021**

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

The Trend Analysis area is only open for editing during Year 1 of a 3-year plan.

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	1599	1609	1451	1345	1277
Level 2: Walk-Around	17624	16317	13070	9031	8291
Level 3: Driver-Only	4936	2991	5099	6080	7068
Level 4: Special Inspections	0	9	3	1	1
Level 5: Vehicle-Only	0	1	11	54	8
Level 6: Radioactive Materials	0	0	0	1	1
<b>Total</b>	<b>24159</b>	<b>20927</b>	<b>19634</b>	<b>16512</b>	<b>16646</b>

**Narrative Overview for FY 2023 - 2025**

☐ The State chooses not to engage in border enforcement activities in FY 2023 - 2025. If this box is checked, no additional narrative is necessary in this section.

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

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

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

Check all objectives that apply (minimum of 1):

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

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

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

**Projected Goals for FY 2023 - 2025**

*Summarize projected border enforcement activities in the table below.*

**Note:** An inspection is counted as international commerce regardless of whether the transportation originated within the United States (US) or outside the US. All non-international commerce inspections conducted should be included in the Driver Vehicle Inspections section of the eCVSP, and not be indicated in BEG inspections on the inspection report which is uploaded into ASPEN.

<b>Projected Goals for FY 2023 - 2025 - Border Enforcement</b>			
	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
Number of International Commerce Regular CMV	12525	12550	12600
Number of International Commerce HM	175	200	225
Number of International Commerce Passenger	800	825	850
<b>Total International Commerce Inspections</b>	<b>13500</b>	<b>13575</b>	<b>13675</b>
Number of Fixed Facility International Inspections	1500	1550	1600
Number of Non-Fixed Facility International Inspections	1200	1250	1300
Traffic Enforcement	1000	1050	1100
Strike Force Activities (CMVs)	4	5	5
Strike Force Activities (Passenger CMVs)	4	4	4

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

The AZDPS CVETF deploys three enforcement squads whose patrol area directly includes the United States / Mexico international border. The other five CVETF enforcement squads also conduct international commerce related enforcement daily. CVETF trained Troopers from regular patrol districts are stationed throughout the state, including the border region, and their enforcement activity supports our objectives as well.

**Objective 1: International Motorcoach Inspections:**

Passenger Carrying Vehicle safety is a priority of AZDPS. Passenger Carrying Vehicles used in international commerce and transportation primarily include motorcoaches, buses and multi-passenger vans. As a priority, troopers conducting border enforcement will proactively conduct traffic enforcement and inspections on the variety of Passenger Carrying Vehicles at allowable locations as governed by applicable policies, rules and regulations.

Due to restrictions put in place by SAFETEA-LU regarding "in-transit" inspection on passenger carrying vehicles, enforcement efforts are limited to destination locations for inspections. For border enforcement activity, this will require DPS to conduct most of its inspections at the international ports of entry (where passengers are off-loaded and processed). Special details will be conducted along the border corridors to interdict, and then inspect, passenger carrying vehicles operating in an unsafe manner/condition.

**Objective 2: High Crash Corridor Enforcement Focused on International Commerce:**

AZDPS will continue its commitment to Border Enforcement area CMV safety by conducting daily, high-visibility state traffic law and commercial vehicle regulation enforcement to decrease CMV related crashes in transportation corridors identified as having an increased number of collisions involving the transportation of international commerce. To accomplish this objective, troopers assigned to Border Enforcement areas will conduct safety inspections throughout the Border Enforcement area; focusing on the inspection level necessary to increase highway safety throughout international corridors and decrease international commerce related CMV collisions.

**Activity Plan for FY 2023 - 2025: Describe the specific activities planned to reach border enforcement goals.**

While achieving 12,600 vehicle inspections annually, District 16 area Troopers will take full advantage of the allowable locations for conducting Passenger Carrying Vehicle inspections and quarterly details. The enforcement effort will focus on international commerce related vehicles and the use of Level 1, 2 and 3 inspections based upon the situational requirements to ensure the safe operation for those using the transportation service and the motoring public.

District 16 Troopers will conduct roving/roadside traffic enforcement and inspections on state highways identified as having a high rate of collisions involving CMV traffic engaged in international commerce. Additionally, the troopers will conduct a minimum of two inspection/enforcement details per quarter in an effort to support the goal of collision reduction.

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

District 16, Southern CVE activity and CMV-related crash data will be collected as part of our internal 28-Day Review process and then reported as part of our annual outcomes. Areas/issues of concern will be identified and incorporated into personnel deployment plans and enforcement priorities.

Total inspections from 2014 to present indicate a downward trend which is consistent with the loss of 25 positions since 2014. The average yearly number of inspections performed by an AZDPS CVETF Trooper is 845 which would more than account for the lower numbers in inspections. AZDPS continues to make commercial vehicle enforcement a Highway Patrol Division priority and has plans in place to increase the number of inspectors in as hiring trends improve and attrition is stabilized.

**Part 3 - National Emphasis Areas and State Specific Objectives**

*FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2023 - 2025).*

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

*FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an 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

### 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 2023 - 2025

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

Per FARS and MCMIS, over 17,000 bus-related crashes occurred in CY2020. 1.6% of those collisions involved a fatality. At 3.8%, Arizona's rate was higher, but that was a by-product of the overall number of bus-related crashes dropping from 166 in CY2019 to 105 in CY2020, while the number of fatal crashes remained at eight.

The restrictions regarding "in-transit" inspection on passenger carrying vehicles impacts our ability to optimally address passenger carrier safety. Aside from targeting obvious safety violations while in transport, AZDPS must limit inspections to destination locations for inspections. In Arizona, this results in most of our large-scale initiatives being held at the Grand Canyon National Park and the US/Mexico Border area.

**Projected Goals for FY 2023 - 2025: 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 2023, 2024 and 2025 must also be included.**

The FY2022 passenger carrier crash reduction goals are:

- No more than six fatal crashes
- No more than 300 total crashes

**Program Activities for FY 2023 - 2025: Provide additional information regarding how these activities will be implemented.**

AZDPS will conduct a minimum of four annual passenger transportation enforcement details. At least two of the details will be conducted at the Grand Canyon in conjunction with the National Park Service. AZDPS has a goal of 600 inspections for all conducted enforcement details. This location handles the highest volume of passenger carriers in the state and has ample facilities to inspect buses while minimizing interference with passenger and carrier operations. Intrastate passenger carriers will be targeted as part of the education and outreach efforts to promote the overall CVSP goal of crash reduction and traffic safety. To promote this effort, at least one passenger carrier outreach activity will be conducted each quarter.

**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.**



Quarterly reports will indicate the number of passenger carrier inspections conducted. Crash data will be evaluated on a quarterly basis to determine efficacy of enforcement efforts. Enforcement focus will be shifted as needed based on the crash data; including enforcement efforts in high crash areas, and increasing enforcement details. Results of this analysis will be reported quarterly. Targeted violations will be tracked and reported on a quarterly basis to compared with crash data and overall effectiveness of the strategy. Targeted violations will be documented during the year.

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

#### **Instructions:**

*Describe any State-specific CMV problems that were addressed with FY 2022 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 2022 CVSP.*

#### **Progress Report on State Specific Objectives(s) from the FY 2022 CVSP**

*Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2022 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.*

### Part 3 Section 4 - State Specific Objectives – Future

#### Instructions:

*The State may include additional objectives from the national priorities or emphasis areas identified in the 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 2023 - 2025. 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.**

During 2020, the AZDPS CVETF Training Coordinator provided training to state inspectors covering the new hours of service regulations set forth from FMCSA. AZDPS will include additional training on this topic in the coming year to ensure inspectors are familiar with and able to properly apply hours of service regulations. AZDPS is working on an addition to the AZDPS website to improve communication with certified inspectors as well as the commercial vehicle industry.

##### **Narrative Overview for FY 2023 - 2025**

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

Last year, Arizona was .9% below the 85% goal level (84.10%). This ongoing training program will support our efforts to meet the goal going forward.

##### **Projected Goals for FY 2023 - 2025:**

##### **Enter performance goal.**

AZDPS will meet or exceed the 85% threshold by conducting continuing training on ERODS and Hours of Service updates.

##### **Program Activities for FY 2023 - 2025: Describe the activities that will be implemented including level of effort.**

In the coming year, AZDPS will provide in-service training to all statewide certified inspectors on operating authority, hours of service and ERODS. These training activities will be integrated into the new training website as it comes online.

##### **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.**

Training staff will conduct periodic quality assurance reviews on DVER's to identify training needs. All training activities and courses conducted will be reported on the quarterly report.

## Part 4 - Financial Information

### Part 4 Section 1 - Overview

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

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

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

#### Instructions

The Spending Plan should include costs for FY 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	\$15,951,520.00	\$839,554.00	\$16,791,074.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$2,518,661.00
MOE Baseline:	\$2,103,958.35

## 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):	\$2,518,661.00
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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
Trooper	33	95.0000	\$91,601.74	\$2,871,714.54	\$2,871,714.54	\$0.00	\$0.00
Sergeant	7	95.0000	\$114,517.10	\$761,538.71	\$761,538.71	\$0.00	\$0.00
Admin. Service Manager	1	100.0000	\$92,558.54	\$92,558.54	\$92,558.54	\$0.00	\$0.00
Budget Coordinator	3	100.0000	\$78,294.94	\$234,884.82	\$234,884.82	\$0.00	\$0.00
Admin Assistant	6	100.0000	\$59,874.26	\$359,245.56	\$359,245.56	\$0.00	\$0.00
MATCH personnel see narrative	1	100.0000	\$339,286.03	\$339,286.03	\$0.00	\$339,286.03	\$0.00
Sworn Staff MOE	1	0.0000	\$1,223,416.44	\$0.00	\$0.00	\$0.00	\$1,223,416.44
Captain	2	100.0000	\$147,246.74	\$294,493.48	\$294,493.48	\$0.00	\$0.00
MATCH Personnel MOE	1	0.0000	\$749,643.88	\$0.00	\$0.00	\$0.00	\$749,643.88
Criminal Intelligence Analyst	1	100.0000	\$82,189.12	\$82,189.12	\$82,189.12	\$0.00	\$0.00
Executive Assistant	1	100.0000	\$67,884.96	\$67,884.96	\$67,884.96	\$0.00	\$0.00
Temporary Duty (TDY) Sworn	2	95.0000	\$103,059.43	\$195,812.91	\$195,812.91	\$0.00	\$0.00
<b>Subtotal: Salary</b>				<b>\$5,299,608.67</b>	<b>\$4,960,322.64</b>	<b>\$339,286.03</b>	<b>\$1,973,060.32</b>
Overtime Project Costs							
Administrative Assistant	84	100.0000	\$259.07	\$21,761.88	\$21,761.88	\$0.00	\$0.00
Trooper	264	100.0000	\$660.59	\$174,395.76	\$174,395.76	\$0.00	\$0.00
Trooper	396	100.0000	\$264.23	\$104,635.08	\$104,635.08	\$0.00	\$0.00
Sergeant	56	100.0000	\$825.85	\$46,247.60	\$46,247.60	\$0.00	\$0.00
Sergeant	84	100.0000	\$330.34	\$27,748.56	\$27,748.56	\$0.00	\$0.00
Budget Coordinator	520	100.0000	\$169.39	\$88,082.80	\$88,082.80	\$0.00	\$0.00
Executive Assistant	48	100.0000	\$587.47	\$28,198.56	\$28,198.56	\$0.00	\$0.00
Criminal Intelligence Analyst	24	100.0000	\$296.36	\$7,112.64	\$7,112.64	\$0.00	\$0.00
Other Certified Inspection Personnel	288	100.0000	\$660.59	\$190,249.92	\$190,249.92	\$0.00	\$0.00
Training Overtime	296	100.0000	\$371.61	\$109,996.56	\$109,996.56	\$0.00	\$0.00
<b>Subtotal: Overtime</b>				<b>\$798,429.36</b>	<b>\$798,429.36</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>TOTAL: Personnel</b>				<b>\$6,098,038.03</b>	<b>\$5,758,752.00</b>	<b>\$339,286.03</b>	<b>\$1,973,060.32</b>
<b>Accounting Method:</b>	<b>Cash</b>						

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

**PERSONNEL**

**PERSONNEL**

Thirty-three troopers, seven sergeants, and two captains work full-time on MCSAP eligible enforcement activities. Additionally, twelve full-time civilian employees perform MCSAP eligible activities. Occasionally, the Department will also assign temporary certified Non-CVE personnel to assist in our goals. The estimated cost of these personnel is \$195,812.91, not including ERE. The following tables highlight the personnel budget for FY2023. The cost per hour entries are solely salary, not including fringe or employer related expenses. All salaries are expected to be reimbursed at 100%.

**Sworn Personnel**

Personnel	Total	Cost Per Hour	Number of Hours Dedicated to	TOTAL COSTS
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			MCSAP	
33 Troopers	33	\$44.0393	1976	\$2,871,714.67
7 Sergeants	7	\$55.0563	1976	\$761,538.74
2 Captains	2	\$70.7917	2080	\$294,493.47
Temporary Duty Assignment Sworn (TDY)	2	\$49.5478	1976	\$195,812.91
				\$4,123,559.79

#### Civilian Personnel

Since the submission of the original MCSAP 2022 application, Commercial Vehicle Enforcement has become its own Division, the Commercial Vehicle Enforcement Task Force (CVETF). CVETF combines all of the State's CVE assets. As a separate entity now, the CVETF is responsible for all of its administrative processes independent of Department funded resources. As a result, CVETF has had to increase the number of Administrative Assistants and Budget Coordinators as well as add an Executive Assistant and Criminal Intelligence Analyst for grant administrative and reporting support. The cost per hour entries are solely salary, not including fringe or employer related expenses. All salaries are expected to be reimbursed at 100%.

Personnel	Total	Cost Per Hour	Number of Hours Dedicated to MCSAP	TOTAL COSTS
Administrative Services Manager	1	\$44.4993	2080	\$92,558.54
Budget Coordinator	3	\$37.6418	2080	\$234,884.83
Administrative Assistant	6	\$28.7857	2080	\$359,245.54
Executive Assistant	1	\$32.6370	2080	\$67,884.96
Criminal Analyst	1	\$39.5140	2080	\$82,189.12
				\$836,762.99

Expected MCSAP Salary Reimbursement = \$4,960,322.79

Expected reimbursement is budgeted at 100% percent. The 5% match component for the FY2023 MCSAP grant is comprised of salary, fringe, and indirect costs associated with one sergeant, five compliance review troopers, and six state-funded commercial vehicle enforcement troopers. These funds remain segregated into a specific expense function code and are kept separate from other CMV staff and expenses. Additional funds budgeted after Match requirement is met will contribute to MOE. Due to the reduction in Match obligation, contributions to MOE from this source have increased.

#### PERSONNEL 5% Match

5% Match Personnel	Total	Cost Per Hour	Number of Hours Dedicated to MCSAP	TOTAL COSTS
CMV Troopers	6	\$44.0393	1976	\$522,129.94
Sergeant	1	\$55.0563	1976	\$108,791.25
CR Troopers	5	\$44.0393	2080	\$458,008.72
Total Salary				\$1,088,929.91
Required for 5% Match				\$339,286.03
Remainder after 5%	Apply to MOE			\$749,643.88

#### OVERTIME

Sixty-six troopers and thirteen sergeants may participate in approximately ten eight-hour MCSAP eligible overtime enforcement details throughout the grant period. In addition, we budget for a small amount of unforeseen overtime activities including occasional add-on weekly OT activity hours at an average of 1 hour monthly each per trooper and sergeant. Training overtime will be utilized for CVETF and non-CVETF personnel who incur overtime during required FMCSA training. There are many occasions where troopers travel from far

locations throughout the State to attend training and will have overtime to and from the training location.

CVETF will provide overtime to non-CVETF personnel, but troopers who are Part A or B certified. This will allow non-CVETF troopers to maintain their regular 40-hour work week and still be able to maintain their required 32 inspections each year.

Having been reorganized into it's own unit, business activities formerly conducted by other Department units are now the responsibility of CVETF staff. To ensure all projects are completed efficiently and deadlines are met, we are authorizing an increase in Professional Staff overtime. Six full-time civilian employees are estimated to perform MCSAP eligible overtime activities on average of 3 hours each per month. Three full-time employees are estimated to perform MCSAP eligible overtime activities at approximately four(4) 10.0 hour shifts per month; one full-time employee is estimated to perform MCSAP eligible overtime activities at approximately 10 hours per month; and another full-time employee is estimated to perform MCSAP eligible overtime activities at approximately 15 hours per month; This additional overtime activity will be utilized for MCSAP eligible activities/work comprised of occasional special projects and/or backlog that was unable to be completed during the regular course of the work week. The following table highlights the overtime salary budget for FY2023. The cost per hour entries are solely overtime salary, not including fringe or employer related expenses.

#### Overtime Salary

Personnel	Total Hours	Cost Per Hour	OT hours /Person	TOTAL COSTS
Troopers - details	264	\$66.0590	10	\$174,395.76
Sergeants - details	56	\$82.5845	10	\$46,247.32
Troopers	396	\$66.0590	4	\$104,637.46
Sergeants	84	\$82.5845	4	\$27,748.39
Other Certified Inspection Personnel	288	\$66.0590	10	\$190,249.92
Training Overtime	296	\$74.3218	5	\$109,996.26
Budget Coordinator (ASO)	30	\$56.4627	52	\$88,081.81
Administrative Assitants	6	\$43.1786	84	\$21,762.01
Executive Assitant	48	\$48.9555	12	\$28,198.37
Criminal Analyst	5	\$59.2710	24	\$7,112.52
				\$798,429.83

Expected MCSAP  
Overtime Salary  
Reimbursement =

\$798,429.83



### 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
Sworn Staff	91.9100	100.0000	\$4,123,559.79	\$3,789,963.80	\$3,789,963.80	\$0.00	\$0.00
Professional Staff	42.3900	100.0000	\$836,762.99	\$354,703.83	\$354,703.83	\$0.00	\$0.00
Overtime Sworn	78.1500	100.0000	\$653,275.11	\$510,534.49	\$510,534.49	\$0.00	\$0.00
Overtime Civilian	23.4000	100.0000	\$145,154.71	\$33,966.20	\$33,966.20	\$0.00	\$0.00
MATCH Personnel -see narrative	100.0000	100.0000	\$311,837.80	\$311,837.80	\$0.00	\$311,837.80	\$0.00
MATCH Personnel MOE	100.0000	0.0000	\$688,997.68	\$0.00	\$0.00	\$0.00	\$688,997.68
Sworn Staff MOE	100.0000	0.0000	\$1,157,259.94	\$0.00	\$0.00	\$0.00	\$1,157,259.90
<b>TOTAL: Fringe Benefits</b>				<b>\$5,001,006.12</b>	<b>\$4,689,168.32</b>	<b>\$311,837.80</b>	<b>\$1,846,257.58</b>

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

#### FRINGE BENEFIT COST

Fringe benefits are a summation of the actual fringe benefits per employee (calculated to a percentage that is then applied to their regular salary.) Sworn employee ERE percentages include FICA/MEDICARE (7.65%), Retirement (66.73%), Worker's Compensation (2.566%),

ASET (.610%), Retirement Accumulated Sick Leave (.40%), Long-Term Disability (.196%) and Employee Election driven ERE (13.76%). The total percentage equals 91.912%.

Due to the difference in retirement contribution, the fringe percentage for civilian personnel is 42.386%. Civilian full-time ERE percentages include FICA/MEDICARE (7.65%), Retirement (12.03%), Worker's Compensation (2.566%), ASET (0.61%), Retirement Accumulated Sick Leave (0.40%), Long Term Disability (0.14%) and Employee Election driven ERE (18.99%). The total percentage equals 42.386%.

The specific amount for the fringe benefit actual cost in each category will be included in each voucher.

Sworn Personnel	Total	Total Salary	Sworn Fringe Rate	FRINGE TOTAL COSTS
Troopers	33	\$2,871,714.67	91.91%	\$2,639,392.96
Sergeants	7	\$761,538.74	91.91%	\$699,930.26
Captains	2	\$294,493.47	91.91%	\$270,668.95
Temporary Duty Assignment Sworn	2	\$195,812.91	91.91%	\$179,971.64
				\$3,789,963.81

#### Civilian Fringe

Civilian Personnel	Total	Total Salary	Civilian Fringe Rate	FRINGE TOTAL COSTS
Civilians (full-time)	7	\$836,762.99	42.39%	\$354,703.83

Expected MCSAP Fringe  
Reimbursement = \$4,144,667.64

Expected reimbursement is budgeted at 100% percent. The 5% match component for the FY2023 MCSAP grant is comprised of salary, fringe, and indirect costs associated with one sergeant, five compliance review troopers, and six state-funded commercial vehicle enforcement troopers. These funds remain segregated into a specific expense function code and are kept separate from other CMV staff and expenses. Additional funds budgeted after Match requirement is met will contribute to MOE.

This takes the total of salary for 240800 divides it by .95 and multiplies it by .05. Required for Match is the amount of the salary cost that will be used for match. Any remainder will be MOE.

5% Match Personnel	Total	Total Salary	Sworn Fringe Rate	FRINGE TOTAL COSTS
6 CMV Officers	6	\$522,129.94	91.91%	\$479,889.63
1 Sergeant	1	\$108,791.25	91.91%	\$99,990.04
5 CR Officers	5	\$458,008.72	91.91%	\$420,955.81
Total Salary		\$1,088,929.91		\$1,000,835.48
Required for 5% Match				\$311,837.80
Remainder after 5%				\$688,997.68

#### OVERTIME FRINGE BENEFIT COST

Fringe benefits for overtime are charged at the Agency's Marginal ERE rate levels. Sworn employee ERE percentages include FICA/MEDICARE (7.65%), Retirement (66.73%), Worker's Compensation (2.566%), ASET (0.61%), Retirement Accumulated Sick Leave (0.40%), and Long-Term Disability (.196%). The total percentage equals 78.152%.

Sworn Personnel	Total	Total Salary	Sworn OT Fringe Rate	FRINGE TOTAL COSTS
Troopers	66	\$279,033	78.15%	\$218,064.46
Sergeants	13	\$73,996	78.15%	\$57,827.65
Other Certified Inspection Personnel	35	\$190,249.92	78.15%	\$148,680.31
Training Overtime	35	\$109,996.26	78.15%	\$85,962.08
				\$510,534.50

For civilian personnel the rates include FICA/MEDICARE (7.65%), Retirement (12.03%), Worker's Compensation (2.566%), ASET (0.61%), Retirement Accumulated Sick Leave (0.40%), and Long-Term Disability (0.14%). The total percentage equals 23.396%.

#### Civilian OT Fringe

Civilian Personnel	Total	Total Salary	Total Fringe (Salary x Fringe Rate)	FRINGE TOTAL COSTS
Budget Coordinator (ASO)	3	\$88,081.81	23.40%	\$20,611.14
Administrative Assitants	6	\$21,762.01	23.40%	\$5,092.31
Executive Assitant	1	\$28,198.37	23.40%	\$6,598.42
Criminal Analyst	1	\$7,112.52	23.40%	\$1,664.33
				\$33,966.20
Expected MCSAP Overtime Fringe Reimbursement =		\$544,500.70		

**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 §200.475](#).

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
Southern Shield CVE Detail	40	3	100.0000	\$10,200.00	\$10,200.00	\$0.00	\$0.00
Conference Registration See Narrative	19	0	100.0000	\$15,700.00	\$15,700.00	\$0.00	\$0.00
Routine Travel see Narrative	75	5	100.0000	\$60,000.00	\$60,000.00	\$0.00	\$0.00
CVSA Conferences	6	10	100.0000	\$24,492.00	\$24,492.00	\$0.00	\$0.00
CVSA IT Data Workshop	4	4	100.0000	\$7,748.00	\$7,748.00	\$0.00	\$0.00
MCSAP Related Training	22	5	100.0000	\$43,500.00	\$43,500.00	\$0.00	\$0.00
MCSAP Planning Meeting	7	4	100.0000	\$10,269.00	\$10,269.00	\$0.00	\$0.00
Operation Roadcheck	50	3	100.0000	\$64,640.00	\$64,640.00	\$0.00	\$0.00
MCVI Conference	6	5	100.0000	\$10,002.00	\$10,002.00	\$0.00	\$0.00
NAIC	2	5	100.0000	\$3,930.00	\$3,930.00	\$0.00	\$0.00
Interdiction and Human Trafficking Prevention Training/industry Outreach	5	5	100.0000	\$60,000.00	\$60,000.00	\$0.00	\$0.00
COHMED	3	5	100.0000	\$7,095.00	\$7,095.00	\$0.00	\$0.00
<b>TOTAL: Travel</b>				<b>\$317,576.00</b>	<b>\$317,576.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

#### TRAVEL COSTS

Routine MCSAP-related travel expenses include lodging and meal allowances for personnel participating in enforcement details, compliance reviews, outreach events, travel related to training required to maintain trooper status, as well as travel related to regional and national meetings. In addition to Operation Roadcheck, the agency conducts numerous "strike force" enforcement details involving most, if not all personnel assigned to Commercial Vehicle Enforcement. At least three of these enforcement mobilizations are conducted annually, which require travel expenses for 25 to 75 personnel participating. As part of the Department's CVSP, compliance reviews are conducted on intrastate carriers, which require travel within the state for CR personnel. Regional and national meetings include Department CMV enforcement supervisor meetings and FMCSA/MCSAP related meetings such as the annual MCSAP Planning Sessions and various meetings with FMCSA personnel. Troopers and supervisors/commanders are required to participate in routine training occasionally to maintain their status as sworn DPS employees. This type of training would include training such as qualifying shoots, rifle training, defensive tactics, fit testing, etc, and would only be expensed consistent with the agency's policy/practice for its personnel funded under State appropriations. Expected routine MCSAP-related travel expenses are estimated to be \$60,000 for FY2023. The following table provides estimated expenses:

Purpose	Estimated Amount
Enforcement details	\$40,000
Compliance Reviews	\$5,000
Meetings (intra and interstate)	\$4,000
Trooper Maintenance	\$9,000
Outreach events	\$2,000
Total	\$60,000

The Department participates in the Commercial Vehicle Safety Alliance and has benefited from sending attendees to the CVSA bi-annual conferences. Travel to each Commercial Vehicle Safety Alliance Conference total approximately \$24,492 for six personnel to attend. This approximate total includes \$15,336 for air fare/transportation, \$3,060 for meals and incidentals, and \$6,096 for lodging. Many of the six personnel who attend are assigned to the following CVSA committees:

#### Committee Assignment

##### Region IV Representative

Enforcement and Industry Modernization (chairman)  
Driver and Traffic Enforcement Committee (voting member)

Training Committee (voting member)

Crash Data Analysis Committee (voting member)

Vehicle Committee (voting member)

Cargo Securement Harmonization (chairman)

Expense	Personnel	Amount	Days	Events	Total
Lodging	6	\$127	4	2	\$6,096
Per Diem	6	\$51	5	2	\$3,060
Airfare	6	\$1,278	N/A	2	\$15,336
Total					\$24,492

We also send three administrative and one sworn personnel to an annual CVSA Data Management, Quality and FMCSA Systems Training. The total cost for this is \$7,748 including transportation, lodging, and meals.

Expense	Personnel	Amount	Days	Events	Total
Lodging	4	\$233	4	1	\$3,728
Per Diem	4	\$61	5	1	\$1,220
Airfare	4	\$700	N/A	1	\$2,800
Total					\$7,748

MCSAP related training travel expenses include transportation, lodging and

meals. While most training is conducted within the state, in some cases, training outside the state may be necessary. \*\*Estimated travel for twenty-eight(28) new troopers to attend Level 1 training, approximate cost for each to attend including meals and lodging is \$600, for an approximate total of \$16,800. \*\*Cargo Tank and Other Bulk Packaging courses will be held with 7 troopers attending each, at approximately \$600 each, for a total of \$4,200. Estimate two instructors per class 15 scheduled classes (Level 1, Cargo Tank, OBP) at \$750 each, for an approximate total of \$22,500. Grand Total for estimated training travel = \$43,500. Additionally, training conducted within the state, as scheduled by the CMV Training Coordinator, is conducted with Department trainers. Since the trainers instruct within the state, travel related funding is not reimbursed by the National Training Center (NTC).

Interdiction and Human Trafficking travel and training expenses are budgeted at \$60,000. Every Commercial Vehicle Enforcement trooper assigned to Interdiction and/or Human Trafficking should attend, at a minimum, one training class per year. This helps to maintain their knowledge of new and emerging processes and procedures involved in the reduction of drug and human trafficking in the commercial vehicle industry. Although it is not possible to predict training and costs that will come up throughout the life of the grant or the exact number of troopers that will be available to attend each one, we estimate on average 4-5 troopers will attend each training with approximated costs totaling \$6,500 per training. These costs included airfare, lodging, per diem, and transportation. Examples of vital continuing education seminars/symposium include, but are not limited to the following:

Date	Organization	Training	Location
October 25 - 27, 2023	Human Trafficking Training Center	Anti-Human Trafficking Training	Las Vegas, Nevada
February 21-22, 2023	Human Trafficking Training Center	Human Trafficking Training	Naples, Florida
April 17-18, 2023	Freedom Network USA	Leveling-Up Human Trafficking in a New Era	Washington DC
TBD	Leadership Institute to Combat Human Trafficking 2023	Anti-Human Trafficking Training and Technical Assistance 2023 National Interdiction Conference	TBD
March 26 - 31, 2023			Dallas, Texas
June 25-29 2023	International Narcotics Interdiction Association	32nd Annual INIA Drug/Terrorist Interdiction	Austin, Texas
Jan 24-26, 2023	Desert Snow Training	3 Day Criminal Interdictions Workshop (Hands-on)	San Antonio Texas
Multiple Dates	Highway Interdiction Training Specialists (HITS)	Advanced Roadside Interview Techniques for Patrol Officers	Multiple - Oklahoma, New Hampshire, Texas, Indiana, Michigan
Multiple Dates	Northeast Counterdrug Training Center	Drug Interdiction	Multiple - Virginia, New Jersey
TBD	International Narcotics	Commercial Motor Vehicle	TBD

Interdiction      Interdiction  
Association

With collaboration from our federal contact, the Department may request additions, deletions or alterations to this list.

Two Captains, two Budget Coordinators, one Sergeant, one Major and one New Entrant personnel will attend the annual MCSAP Planning Meeting. The anticipated expenses for the Regional Planning Meeting are \$10,269 including meals, lodging, and airfare.

Operation Roadcheck involves all CMV enforcement personnel within the agency. Travel expenses associated with this major deployment total \$64,640. Approximately 80 sworn personnel participate in Operation Roadcheck which is held in Flagstaff. Only one MCSAP trooper is stationed there for regular duty, so all remaining personnel are in travel status for the duration of the detail. Lodging is \$146 per night for 4 nights (\$584 per person - \$46,720) meals/per diem is \$56 per person for 4 days (\$224 per person - \$17,920) for a grand total of \$64,640.

Southern Shield also involves CMV enforcement personnel within the agency. Travel expenses associated with this deployment total \$10,200. Approximately 40 sworn personnel participate in Southern Shield which is held in the Tucson area. Approximately 20 participants will be in travel status. Lodging is \$119 per night for 3 nights (\$357 per person - \$7,140). Meals/per diem is \$51 per person for 3 days (\$153 per person - \$3,060) for an approximated total of \$10,200.

Each year, FMCSA coordinates and hosts a national MCVI conference, which provides commercial vehicle criminal interdiction training. This training greatly assists our troopers who are assigned to conduct commercial vehicle enforcement inspections as well as roadside interdiction throughout the state. This training is essential to the troopers' understanding the use of commercial vehicles in conducting criminal activity, how CMV's are sometimes used in the illegal transportation of cargo, and the dangers associated with these criminal organizations. We plan to send 6 troopers to the MCVI conference. Expenses include \$4,110 for lodging, \$1,656 for meals, and \$4,236 for airfare, for a total of \$10,002.

The Cooperative Hazardous Materials Enforcement Development (COHMED) Program presents a a focused, one-of-a-kind event for individuals and organizations involved in the regulation, enforcement and safety of transporting hazardous materials and dangerous goods. The conference offers information sharing, problem solving, hands-on training and in-depth education for stakeholders involved in the hazmat community. Three troopers are expected to attend the event. Expenses include \$2,985 for lodging, \$918 for meals, and \$3,192 for airfare, for a total of \$7,095.

Two troopers (top two finishers) will travel to the North American Inspector Championship held annually. The location of the championship changes from year to year. The approximate cost for each to attend is \$1,965, for an estimated grand total of \$3,930. This total includes air fare/transportation, meals and incidentals, and lodging.

CVSA Conference registration is \$700 per person, per conference. Six personnel typically attend each CVSA conference due to their respective committee assignments and areas of interest. The total CVSA conference registration for the year is \$8,400. We also send three administrative personnel and one trooper to the CVSA Technical Workshop with a \$700 registration fee for a total cost of \$2,800. The six MCVI conference attendees cost \$375 each to register for a total of \$2,250. The registration cost for the three conference attendees to the COHMED is \$750 each for a total of \$2250. The total cost for all conference registration is budgeted for \$15,700.

Expected MCSAP Travel Reimbursement =  
\$317,576.

**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
LIDAR	4	\$5,400.00	100	\$21,600.00	\$21,600.00	\$0.00	\$0.00
Enforcement Vehicle Purchase	15	\$74,750.00	100	\$1,121,250.00	\$1,121,250.00	\$0.00	\$0.00
License Plate Readers	4	\$20,000.00	100	\$80,000.00	\$80,000.00	\$0.00	\$0.00
Backscatter Handheld X-Ray	1	\$46,700.00	100	\$46,700.00	\$46,700.00	\$0.00	\$0.00
Interdiction Contraband Inspection Kits	6	\$17,999.00	100	\$107,994.00	\$107,994.00	\$0.00	\$0.00
<b>TOTAL: Equipment</b>				<b>\$1,377,544.00</b>	<b>\$1,377,544.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Equipment threshold is greater than \$5,000.</b>							

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

**EQUIPMENT**

Even with the addition of the 26 vehicles over the past three years, over 50% of the DPS MCSAP fleet is due for replacement. The average age and mileage for this portion of the fleet is over seven years, 135,630 miles, and have exceeded their useful life. To help offset this problem, the Department will need to purchase fifteen (15) vehicles for conducting MCSAP related enforcement and activities. The cost of the new vehicles, including police equipment buildup, is \$1,121,250 (\$74,750 ea.). This includes buildup costs for making them viable police/CVE vehicles, to include lights, sirens, cages, cargo mounts and containers, mounting equipment for laptop computers for inspections, etc.

Significant improvements in technology have been created to assist Troopers with their criminal interdiction efforts. Portable X-Ray scanners save manpower by allowing Troopers to quickly search vehicles without having to disassemble them. X-Ray photographs can be used to facilitate probable cause for search warrants and prove useful in evidentiary hearings for prosecution. Many of the Federal seizures made at the US/Mexico border are initiated by use of X-Ray technology.

Commercial vehicles contain numerous areas frequently used by criminal organizations to bring contraband into the State. Many of these areas are difficult to access through disassembly (reefer units, trailer walls, drivelines etc.) Due to Arizona being a border state, the purchase of portable X-Ray scanners will allow Troopers to search more vehicles, save manpower and time spent searching vehicles and ultimately lead to an increase in the number of seizures made in commercial vehicles. Information gained during interdiction stops is shared with Federal and State partners. The Department plans on



purchasing one portable X-Ray scanner to assist in its interdiction efforts. The approximate cost of the unit is \$46,700. The scanner will be used to facilitate criminal interdiction.

AZDPS will be purchasing 4 LIDAR units for traffic enforcement at \$5,400 each. Total cost will be \$21,600.

CVETF plans to purchase four (4) License Plate Readers to gather geodata and track commercial vehicles or person involve in criminal activity related to commercial vehicle enforcement. We are budgeting \$80,000 for LPR cameras, accessories and installation.

In an effort to meet the requirements of the re-established interdiction unit, the Commercial Vehicle Enforcement Task Force (CVETF) unit would like to purchase six (6) interdiction inspection kits. The current kits we have are over 10 years old. The new kits now include a digital scope with a 5" LCD monitor, as opposed to the "ocular" ones in the kits we are currently using. Cost for the newest version of those kits are \$17,999 each. Total price of six (6) kits is \$107,994.

Expected MCSAP Equipment Reimbursement =  
\$1,377,544.

**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
Bulletproof Vests	15 each	\$1,000.00	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$0.00
Covert Trackers Annual Airtime Subscription	2 each	\$480.00	100.0000	\$960.00	\$960.00	\$0.00	\$0.00
Rifle Replacement	3 each	\$1,150.00	100.0000	\$3,450.00	\$3,450.00	\$0.00	\$0.00
Handgun Replacement	3 each	\$500.00	100.0000	\$1,500.00	\$1,500.00	\$0.00	\$0.00
General Office Supplies	12 Month	\$4,577.29	100.0000	\$54,927.48	\$54,927.48	\$0.00	\$0.00
RADAR	17 each	\$1,831.00	100.0000	\$31,127.00	\$31,127.00	\$0.00	\$0.00
Printer Cartridges	1 year	\$50,000.00	100.0000	\$50,000.00	\$50,000.00	\$0.00	\$0.00
Printers	60 each	\$150.00	100.0000	\$9,000.00	\$9,000.00	\$0.00	\$0.00
Computer Supplies	1 Lot	\$30,000.00	100.0000	\$30,000.00	\$30,000.00	\$0.00	\$0.00
Mobile Data Computers	5 each	\$2,250.00	100.0000	\$11,250.00	\$11,250.00	\$0.00	\$0.00
Inspection Supplies	1 Lot	\$50,000.00	100.0000	\$50,000.00	\$50,000.00	\$0.00	\$0.00
Docking Stations, MDC	20 each	\$665.00	100.0000	\$13,300.00	\$13,300.00	\$0.00	\$0.00
Soft Tokens	10 ea	\$41.40	100.0000	\$414.00	\$414.00	\$0.00	\$0.00
Ammunition	430 ea	\$75.00	100.0000	\$32,250.00	\$32,250.00	\$0.00	\$0.00
RDS Systems	40 each	\$800.00	100.0000	\$32,000.00	\$32,000.00	\$0.00	\$0.00
Office Furniture	1	\$3,500.00	100.0000	\$3,500.00	\$3,500.00	\$0.00	\$0.00
Laptop Computers	5 ea	\$1,200.00	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
Docking Stations, Laptop	5 ea	\$800.00	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
<b>TOTAL: Supplies</b>				<b>\$348,678.48</b>	<b>\$348,678.48</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

## SUPPLIES

Note: Supply Costs in table have been rounded to the nearest dollar.

Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share
General Office Supplies	12 Month	\$4577.29	100	\$54,927.48	\$54,927.48
Office Furniture	1 each	\$3,500.00	100	\$3,500.00	\$3,500.00
RADAR	17 each	\$1,831.00	100	\$31,127.00	\$31,127.00
Covert Trackers Annual Airtime Subscription	2 Annual	\$480.00	100	\$960.00	\$960.00
Printer Cartridges	1 Lot	\$50,000.00	100	\$50,000.00	\$50,000.00
Printers	60 each	\$150.00	100	\$9,000.00	\$9,000.00
Computer Supplies	1 Lot	\$30,000.00	100	\$30,000.00	\$30,000.00
Mobile Data Computers	5 each	\$2,250.00	100	\$11,250.00	\$11,250.00
Docking Stations, MDC	20 each	\$665.00	100	\$13,300.00	\$13,300.00
Laptop Computers	5 each	\$1,200.00	100	\$6,000.00	\$6,000.00
Docking Stations, Laptop	5 Lot	\$800.00	100	\$4,000.00	\$4,000.00
Inspection Supplies	1 Lot	\$50,000.00	100	\$50,000.00	\$50,000.00
Soft Tokens	10 ea	\$41.40	100	\$414.00	\$414.00
Ammunition	430 ea	\$75.00	100	\$32,250.00	\$32,250.00
Bulletproof Vests	15 each	\$1,000.00	100	\$15,000.00	\$15,000.00
Rifle Replacement	3 each	\$1,150.00	100	\$3,450.00	\$3,450.00
Handgun Replacement	3 each	\$500.00	100	\$1,500.00	\$1,500.00
RDS Systems	40 each	\$800.00	100	\$32,000.00	\$32,000.00
TOTAL: Supplies				\$345,939.00	\$345,939.00

General office supplies for the Department's CVE/MCSAP unit total \$54,927.48. This includes paper, paperclips, staples, pens, file folders, replacement/upgraded cell phones, organization items, office furniture, etcetera, as well as any toner and printer cartridges not specified below.

Office furniture for three MCSAP funded personnel will be purchased for a total of \$3,500.

We plan to purchase seventeen (17) RADAR units for new vehicles at a cost of \$1,831 each (17 @ \$1831 = \$31,127). We'll also be purchasing ten soft tokens for the troopers at \$41.44 each (10 @ \$41.44 = \$414.40). These two line-items total approximately \$31,541.40.

The annual fee for Covert Trackers is \$480. Fees for the two (2) DPS trackers will total \$960 for the year.

Based on SFY21 spending, the Department is budgeting \$50,000 for printer cartridges for printers used for CMV

inspections and MCSAP related reports. These are for use by all sworn and professional staff in the Commercial Vehicle Enforcement unit.

Replacement printers (60 units), used for roadside inspections, will need to be purchased at a cost of approximately \$150 each. The sixty printers will be purchased for a total of \$9,000.

Computer supplies for MCSAP related activities total \$30,000, this includes replacement hardware, software, cables, MDC/laptop carry cases, power inverters and related equipment.

A large portion of our Mobile Data Computers were replaced in recent grant years and they are subject to a three-year warranty. We're budgeting for 5 new MDCs to replace defective units and/or utilize while units are being repaired. The cost per unit is \$2,250 for a total of \$11,250.

Our existing MDC docking stations break easily, and we'd been testing out a newer version. The newer version is slightly more durable, so we've budgeted to replace twenty docking stations with the newer, slightly more durable version in case of inevitable breakage. We've budgeted for twenty replacement docking stations at \$665 each for a total of \$13,300.

IT has determined that the useful life of laptops used for everyday business in the office is three years. The useful life for our current laptops is ending and each will need to be replaced. We will be purchasing 5 laptops for use at approximately \$1,200 each ( $5 \times \$1,200 = \$6,000$ ). Corresponding docking stations will be purchased at a cost of \$800 each ( $5 \times \$800 = \$4,000$ ). Total project costs is \$10,000.

Inspection related supplies include items such as creepers, brake chamber tools, wheel chocks, ladders, measuring devices, binoculars, flashlights, and etc. Much of these purchases will be replacing current worn or unusable equipment. Total cost should not exceed \$50,000.

The Department currently supplies ammunition to maintain proficiency with weapon systems and police certification. The average cost of ammunition required for basic training and qualification shoots is \$430 per trooper per year and with 75 troopers we've budgeted for a total of \$32,250.

The Department also provides for replacement of bulletproof vests every 5 years per manufacturer specifications and AZDPS policy. We anticipate having to replace approximately 15 bulletproof vests for troopers at a cost of \$1,000 each for a total cost of \$15,000.

Over the past several years, AZDPS troopers have experienced issues regarding the reliability and performance of several weapons systems. These issues have caused the Department to have to replace weapons experiencing these problems. It is anticipated we will have to replace 3 units each of our current weapon systems for the upcoming year if these issues are encountered. The costs to replace a Glock17 and an AR15 are \$500 and \$1,150, respectively. The replacement cost for three of each weapon are \$1,500 and \$3,450 for a total of \$4,950.

The Department has changed the weapon platform for sworn employees and is implementing Red Dot Sights (RDS) to increase accuracy and situational awareness when using handguns. The change to the platform replaces Glock 17 generation five weapons with Glock generation 5 with a MOS system for weapon mounted optical sights. The cost set aside for RDS is \$32,000.

Expected MCSAP Supplies Reimbursement =  
\$348,678.48

## 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
ProCopy Office Solutions	UEI	Contract	100.0000	\$1,817.00	\$1,817.00	\$0.00	\$0.00
Description of Services: Copier Lease							
Arizona Department of Transportation	UEI	Subrecipient	100.0000	\$1,170,981.00	\$1,112,431.95	\$58,549.05	\$0.00
Description of Services: New Entrant Subaward							
<b>TOTAL: Contractual and Subaward</b>				<b>\$1,172,798.00</b>	<b>\$1,114,248.95</b>	<b>\$58,549.05</b>	<b>\$0.00</b>

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

### CONTRACTUAL and SUBAWARD - Rounded to Nearest Dollar

The New Entrant Program activities will be handled by a sub grantee, Arizona Department of Transportation. Due to an increase in inspections and a backlog in New Entrant Safety Audits, the allocation for the New Entrant Program has increased. The Federal portion of their program will be

\$1,112,431.95 and they've allocated \$58,549.05 ADOT funds for their portion of the required 5% MATCH. The total New Entrant Program cost is \$1,170,981.

Procopy Office Solutions, Inc. has been providing copier lease for our bureau. We have a current service agreement s and lease for one copier. We estimate \$1,817.29 in maintenance and lease contracts for the two copiers used for MCSAP activities including estimated surcharges for contracted excess.

Expected MCSAP Reimbursement =

\$1,114,248.95.

## Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

### Indirect Costs

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

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

### Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Salaries, Wages and Fringe (SWF)	16.63	\$10,268,800.03	\$1,707,701.44	\$1,577,820.32	\$129,881.12
<b>TOTAL: Indirect Costs</b>			<b>\$1,707,701.44</b>	<b>\$1,577,820.32</b>	<b>\$129,881.12</b>

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
MOE Risk Management Premium	1 ea	\$48,600.00	0.0000	\$0.00	\$0.00	\$0.00	\$48,600.00
Postage	1 yearly	\$420.00	100.0000	\$420.00	\$420.00	\$0.00	\$0.00
Printing	1 yearly	\$29,011.53	100.0000	\$29,011.53	\$29,011.53	\$0.00	\$0.00
Training/Reg Books	850 each	\$60.00	100.0000	\$51,000.00	\$51,000.00	\$0.00	\$0.00
CVSA Decals	4 qtr	\$1,207.05	100.0000	\$4,828.20	\$4,828.20	\$0.00	\$0.00
Level II CVSA dues	1 each	\$19,100.00	100.0000	\$19,100.00	\$19,100.00	\$0.00	\$0.00
Fuel	12 Monthly	\$23,323.43	100.0000	\$279,881.16	\$279,881.16	\$0.00	\$0.00
Vehicle Maintenance	12 monthly	\$17,000.00	100.0000	\$204,000.00	\$204,000.00	\$0.00	\$0.00
Cell Phone Service	12 Month	\$1,851.25	100.0000	\$22,215.00	\$22,215.00	\$0.00	\$0.00
Air Card Service	12 monthly	\$1,560.00	100.0000	\$18,720.00	\$18,720.00	\$0.00	\$0.00
Inspection Seals	1 Year	\$2,700.00	100.0000	\$2,700.00	\$2,700.00	\$0.00	\$0.00
Risk Management Premium	1 each	\$135,600.00	100.0000	\$135,600.00	\$135,600.00	\$0.00	\$0.00
MOE Indirect Costs	1 ea	\$217,652.00	0.0000	\$0.00	\$0.00	\$0.00	\$217,652.00
Document Shredding	12 Monthly	\$21.42	100.0000	\$257.04	\$257.04	\$0.00	\$0.00
<b>TOTAL: Other Costs</b>				<b>\$767,732.93</b>	<b>\$767,732.93</b>	<b>\$0.00</b>	<b>\$266,252.00</b>

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

#### INDIRECT COSTS

An Indirect Cost Proposal is generated by the Arizona Department of Public Safety and approved by the Department's cognizant agency each Fiscal Year. Our cognizant agency is the U.S. Department of Justice. The State's cognizant agency is the Department of Health and Human Services, and they approve the Statewide Cost Allocation Plan (SWCAP), which is used to prepare the Indirect Cost Proposal by our agency prior to submission to the Department of Justice for review and approval.

The Indirect Cost Rate Proposal is generally not available for several months past its effective start date, due to delays in state approval of the SWCAP. Oftentimes, this delay can take up to or beyond six months. We received an approved Indirect Cost Rate of 16.63% on June 9, 2022 for period ending 06/30/2021. The Indirect Cost Rate is applied to a base of salaries and fringe (ERE) and charged to our MCSAP grant along with the monthly salaries.

The Indirect Cost Rate for July 1, 2021 thru June 30, 2022 is still awaiting calculation by our agency before being sent for approval to the U.S. Department of Justice. The Arizona Department of Administration has not yet produced an approved SWCAP to use in calculation. The line item figure reflected in the budget has been updated to the most recent approved rate of 16.63%. At this rate, estimated Indirect Cost charges will be \$1,737,489.26. Indirect Cost for Match should be \$129,881.12. Indirect Cost for MOE should be \$378,734.99. Upon receipt of an approved Indirect Cost Rate for a more current date range, we will submit a revised budget to the FMCSA.

I

#### INDIRECT COST

Sworn Personnel	Proposed Rate	Personnel Salary	ERE Salary	TOTAL IDC COSTS
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Sworn Personnel	16.63%	\$4,776,834.90	\$4,300,498.31	\$1,509,560.51
Civilian Personnel	16.63%	\$836,762.99	\$354,703.83	\$198,140.93
Total Indirect Cost		\$5,317,458.85	\$5,801,013.03	<b>\$1,707,701.45</b>

#### INDIRECT COST for MATCH

Sworn Personnel	Proposed Rate	MATCH Personnel Salary	MATCH ERE Salary	TOTAL IDC COSTS
Sworn Personnel	16.63%	\$1,088,929.91	\$1,000,835.48	\$347,527.98
Civilian Personnel	0.00%	\$-	\$-	\$0.00
		\$1,088,929.91	\$1,000,835.48	\$347,527.98
Required for 5% Match				<b>\$129,881.12</b>
Remainder after 5%	Apply to MOE			\$217,646.86

#### INDIRECT COST for MOE

Sworn Personnel	Proposed Rate	MOE Personnel Salary	MOE ERE Salary	TOTAL IDC COSTS
Sworn Personnel	16.63%	\$1,973,060.32	\$1,846,257.62	\$635,152.57
Civilian Personnel	0.00%	\$-	\$-	\$0.00
		\$1,973,060.32	\$1,846,257.62	
Total Indirect Cost for MOE				<b>\$635,152.57</b>

#### OTHER EXPENSES

For State Fiscal Year 2021 our average postage cost was \$420 for the year. We are budgeting \$420 for FY2021 estimated postage.

Internal and external printing of inspection forms and non-regulatory training related materials is estimated at \$29,011.53.

Training costs include the purchase of Regulation Books, OOS criteria and HazMat Regulations. We've budgeted for 200 spiral bound HazMat 49CFR 100-185 for \$18,800; 500 spiral bound Regulation Books for \$25,000; and 200 glove box Regulation Books for \$7,200 for a total estimated Training materials cost of \$51,000.

On average CVSA Decals and shipping cost the agency \$1,207.05 per quarter based on SFY2022 pricing. Three hundred (300) decals are purchased per quarter at \$3.84/decal (\$1152/qtr). Shipping is approximately \$55.05 per quarter. Total per quarter cost of CVSA decals is \$4,828.20 per year.

Level II CVSA membership dues have increased and now total \$19,100 for the year.

The Department purchases fuel in bulk at a reduced rate. This helps reduce the amount of funding requested. Fuel consumption used to perform MCSAP activities will be tracked by the Department and billed to the grant. Each vehicle that was purchased with MCSAP funds is assigned a fuel card and all fuel purchases specific to that vehicle are billed to the grant. An itemized billing is provided every other month with fuel charges for MCSAP purchased vehicles listed. The average monthly MCSAP 2021 fuel cost was \$18,100. Due to rising fuel costs, the Department has increased monthly cost to \$23,323.43. A monthly \$23,323.43 average cost x 12 months was budgeted for FY2021. Total = \$279,881.16.

MCSAP vehicles will be maintained and repaired by the Department's Fleet Service Section. All vehicles will be maintained per the manufacturers recommended services schedule. Vehicle maintenance and parts has been budget at \$17,000 / month. The annual budgeted cost for maintenance is \$204,000.

Document Shredding is estimated to cost \$21.45/ month. Annual total is \$257.40. Cost has been rounded to the nearest dollar.

The Department is requesting \$51,625 for communication expenses. These expenses include;

\$32,904 for mobile phones for roadside inspectors (CMV troopers, sergeants, captains, professional staff)

\$18,721 for air cards for transmitting inspections to SAFER and accessing FMCSA Portal (CMV troopers, sergeants, captain, professional staff)

Inspection seals for one year are approximately \$2,700.

Risk Management insurance premiums per employee are calculated at a rate of \$2,700 for sworn and \$600 for civilian. Based on personnel assigned to MCSAP related activities, the Risk Management insurance premium is \$135,600. Risk Management insurance premiums are a direct expense and are not included in the calculation for Indirect Costs. Risk Management insurance is required by the Agency as all employees are required to be insured. Arizona is a self-insured state.

Expected MCSAP Other Costs Reimbursement =  
**\$767,732.93.**

**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).

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$15,951,520.00	\$839,554.00	\$16,791,074.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$2,518,661.00
MOE Baseline:	\$2,103,958.35

<b>Estimated Expenditures</b>				
<b>Personnel</b>				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Trooper	\$2,871,714.54	\$0.00	\$2,871,714.54	\$0.00
Sergeant	\$761,538.71	\$0.00	\$761,538.71	\$0.00
Admin. Service Manager	\$92,558.54	\$0.00	\$92,558.54	\$0.00
Budget Coordinator	\$234,884.82	\$0.00	\$234,884.82	\$0.00
Admin Assistant	\$359,245.56	\$0.00	\$359,245.56	\$0.00
MATCH personnel see narrative	\$0.00	\$339,286.03	\$339,286.03	\$0.00
Sworn Staff MOE	\$0.00	\$0.00	\$0.00	\$1,223,416.44
Captain	\$294,493.48	\$0.00	\$294,493.48	\$0.00
MATCH Personnel MOE	\$0.00	\$0.00	\$0.00	\$749,643.88
Criminal Intelligence Analyst	\$82,189.12	\$0.00	\$82,189.12	\$0.00
Executive Assistant	\$67,884.96	\$0.00	\$67,884.96	\$0.00
Temporary Duty (TDY) Sworn	\$195,812.91	\$0.00	\$195,812.91	\$0.00
<b>Salary Subtotal</b>	<b>\$4,960,322.64</b>	<b>\$339,286.03</b>	<b>\$5,299,608.67</b>	<b>\$1,973,060.32</b>
Administrative Assistant	\$21,761.88	\$0.00	\$21,761.88	\$0.00
Trooper	\$174,395.76	\$0.00	\$174,395.76	\$0.00
Trooper	\$104,635.08	\$0.00	\$104,635.08	\$0.00
Sergeant	\$46,247.60	\$0.00	\$46,247.60	\$0.00
Sergeant	\$27,748.56	\$0.00	\$27,748.56	\$0.00
Budget Coordinator	\$88,082.80	\$0.00	\$88,082.80	\$0.00
Executive Assistant	\$28,198.56	\$0.00	\$28,198.56	\$0.00
Criminal Intelligence Analyst	\$7,112.64	\$0.00	\$7,112.64	\$0.00
Other Certified Inspection Personnel	\$190,249.92	\$0.00	\$190,249.92	\$0.00
Training Overtime	\$109,996.56	\$0.00	\$109,996.56	\$0.00
<b>Overtime subtotal</b>	<b>\$798,429.36</b>	<b>\$0.00</b>	<b>\$798,429.36</b>	<b>\$0.00</b>
<b>Personnel total</b>	<b>\$5,758,752.00</b>	<b>\$339,286.03</b>	<b>\$6,098,038.03</b>	<b>\$1,973,060.32</b>

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Sworn Staff	\$3,789,963.80	\$0.00	\$3,789,963.80	\$0.00
Professional Staff	\$354,703.83	\$0.00	\$354,703.83	\$0.00
Overtime Sworn	\$510,534.49	\$0.00	\$510,534.49	\$0.00
Overtime Civilian	\$33,966.20	\$0.00	\$33,966.20	\$0.00
MATCH Personnel -see narrative	\$0.00	\$311,837.80	\$311,837.80	\$0.00
MATCH Personnel MOE	\$0.00	\$0.00	\$0.00	\$688,997.68
Sworn Staff MOE	\$0.00	\$0.00	\$0.00	\$1,157,259.90
<b>Fringe Benefits total</b>	<b>\$4,689,168.32</b>	<b>\$311,837.80</b>	<b>\$5,001,006.12</b>	<b>\$1,846,257.58</b>

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Southern Shield CVE Detail	\$10,200.00	\$0.00	\$10,200.00	\$0.00
Conference Registration See Narrative	\$15,700.00	\$0.00	\$15,700.00	\$0.00
Routine Travel see Narrative	\$60,000.00	\$0.00	\$60,000.00	\$0.00
CVSA Conferences	\$24,492.00	\$0.00	\$24,492.00	\$0.00
CVSA IT Data Workshop	\$7,748.00	\$0.00	\$7,748.00	\$0.00
MCSAP Related Training	\$43,500.00	\$0.00	\$43,500.00	\$0.00
MCSAP Planning Meeting	\$10,269.00	\$0.00	\$10,269.00	\$0.00
Operation Roadcheck	\$64,640.00	\$0.00	\$64,640.00	\$0.00
MCVI Conference	\$10,002.00	\$0.00	\$10,002.00	\$0.00
NAIC	\$3,930.00	\$0.00	\$3,930.00	\$0.00
Interdiction and Human Trafficking Prevention Training Industry Outreach	\$60,000.00	\$0.00	\$60,000.00	\$0.00
COHMED	\$7,095.00	\$0.00	\$7,095.00	\$0.00
<b>Travel total</b>	<b>\$317,576.00</b>	<b>\$0.00</b>	<b>\$317,576.00</b>	<b>\$0.00</b>

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
LIDAR	\$21,600.00	\$0.00	\$21,600.00	\$0.00
Enforcement Vehicle Purchase	\$1,121,250.00	\$0.00	\$1,121,250.00	\$0.00
License Plate Readers	\$80,000.00	\$0.00	\$80,000.00	\$0.00
Backscatter Handheld X-Ray	\$46,700.00	\$0.00	\$46,700.00	\$0.00
Interdiction Contraband Inspection Kits	\$107,994.00	\$0.00	\$107,994.00	\$0.00
<b>Equipment total</b>	<b>\$1,377,544.00</b>	<b>\$0.00</b>	<b>\$1,377,544.00</b>	<b>\$0.00</b>

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Bulletproof Vests	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Covert Trackers Annual Airtime Subscription	\$960.00	\$0.00	\$960.00	\$0.00
Rifle Replacement	\$3,450.00	\$0.00	\$3,450.00	\$0.00
Handgun Replacement	\$1,500.00	\$0.00	\$1,500.00	\$0.00
General Office Supplies	\$54,927.48	\$0.00	\$54,927.48	\$0.00
RADAR	\$31,127.00	\$0.00	\$31,127.00	\$0.00
Printer Cartridges	\$50,000.00	\$0.00	\$50,000.00	\$0.00
Printers	\$9,000.00	\$0.00	\$9,000.00	\$0.00
Computer Supplies	\$30,000.00	\$0.00	\$30,000.00	\$0.00
Mobile Data Computers	\$11,250.00	\$0.00	\$11,250.00	\$0.00
Inspection Supplies	\$50,000.00	\$0.00	\$50,000.00	\$0.00
Docking Stations, MDC	\$13,300.00	\$0.00	\$13,300.00	\$0.00
Soft Tokens	\$414.00	\$0.00	\$414.00	\$0.00
Ammunition	\$32,250.00	\$0.00	\$32,250.00	\$0.00
RDS Systems	\$32,000.00	\$0.00	\$32,000.00	\$0.00
Office Furniture	\$3,500.00	\$0.00	\$3,500.00	\$0.00
Laptop Computers	\$6,000.00	\$0.00	\$6,000.00	\$0.00
Docking Stations, Laptop	\$4,000.00	\$0.00	\$4,000.00	\$0.00
<b>Supplies total</b>	<b>\$348,678.48</b>	<b>\$0.00</b>	<b>\$348,678.48</b>	<b>\$0.00</b>

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
ProCopy Office Solutions	\$1,817.00	\$0.00	\$1,817.00	\$0.00
Arizona Department of Transportation	\$1,112,431.95	\$58,549.05	\$1,170,981.00	\$0.00
<b>Contractual and Subaward total</b>	<b>\$1,114,248.95</b>	<b>\$58,549.05</b>	<b>\$1,172,798.00</b>	<b>\$0.00</b>

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE Risk Management Premium	\$0.00	\$0.00	\$0.00	\$48,600.00
Postage	\$420.00	\$0.00	\$420.00	\$0.00
Printing	\$29,011.53	\$0.00	\$29,011.53	\$0.00
Training/Reg Books	\$51,000.00	\$0.00	\$51,000.00	\$0.00
CVSA Decals	\$4,828.20	\$0.00	\$4,828.20	\$0.00
Level II CVSA dues	\$19,100.00	\$0.00	\$19,100.00	\$0.00
Fuel	\$279,881.16	\$0.00	\$279,881.16	\$0.00
Vehicle Maintenance	\$204,000.00	\$0.00	\$204,000.00	\$0.00
Cell Phone Service	\$22,215.00	\$0.00	\$22,215.00	\$0.00
Air Card Service	\$18,720.00	\$0.00	\$18,720.00	\$0.00
Inspection Seals	\$2,700.00	\$0.00	\$2,700.00	\$0.00
Risk Management Premium	\$135,600.00	\$0.00	\$135,600.00	\$0.00
MOE Indirect Costs	\$0.00	\$0.00	\$0.00	\$217,652.00
Document Shredding	\$257.04	\$0.00	\$257.04	\$0.00
<b>Other Costs total</b>	<b>\$767,732.93</b>	<b>\$0.00</b>	<b>\$767,732.93</b>	<b>\$266,252.00</b>

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Subtotal for Direct Costs</b>	<b>\$14,373,700.68</b>	<b>\$709,672.88</b>	<b>\$15,083,373.56</b>	<b>\$4,085,569.90</b>
Indirect Costs	\$1,577,820.32	\$129,881.12	\$1,707,701.44	NA
<b>Total Costs Budgeted</b>	<b>\$15,951,521.00</b>	<b>\$839,554.00</b>	<b>\$16,791,075.00</b>	<b>\$4,085,569.90</b>

## 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	\$15,951,520.00	\$839,554.00	\$16,791,074.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$2,518,661.00
MOE Baseline:	\$2,103,958.35

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$4,960,322.64	\$339,286.03	\$5,299,608.67	\$1,973,060.32
Overtime Subtotal	\$798,429.36	\$0.00	\$798,429.36	\$0.00
Personnel Total	\$5,758,752.00	\$339,286.03	\$6,098,038.03	\$1,973,060.32
Fringe Benefits Total	\$4,689,168.32	\$311,837.80	\$5,001,006.12	\$1,846,257.58
Travel Total	\$317,576.00	\$0.00	\$317,576.00	\$0.00
Equipment Total	\$1,377,544.00	\$0.00	\$1,377,544.00	\$0.00
Supplies Total	\$348,678.48	\$0.00	\$348,678.48	\$0.00
Contractual and Subaward Total	\$1,114,248.95	\$58,549.05	\$1,172,798.00	\$0.00
Other Costs Total	\$767,732.93	\$0.00	\$767,732.93	\$266,252.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$14,373,700.68	\$709,672.88	\$15,083,373.56	\$4,085,569.90
Indirect Costs	\$1,577,820.32	\$129,881.12	\$1,707,701.44	NA
<b>Total Costs Budgeted</b>	<b>\$15,951,521.00</b>	<b>\$839,554.00</b>	<b>\$16,791,075.00</b>	<b>\$4,085,569.90</b>

**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? Jennifer Iversen
2. What is this person's title? Administrative Services Manager
3. Who is your Governor's highway safety representative? Alberto Gutier
4. What is this person's title? Director

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

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

**State Certification declaration:**

I, Jennifer Iversen, Administrative Services Manager, on behalf of the State of ARIZONA, 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? Christopher Hemmen
2. What is the title of your certifying State official? Major
3. What are the phone # and email address of your State official? 602-223-5081 chemmen@azdps.gov

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

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

I, Christopher Hemmen, certify that ARIZONA 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



U.S. Department of Justice

Office of Justice Programs

*Office of the Chief Financial Officer*

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Washington D.C. 20531

June 9, 2022

Philip Case  
Arizona Department of Public Safety  
2102 West Encanto Boulevard  
Phoenix, AZ 85005

Dear Mr. Case:

Enclosed is an electronic copy of the Indirect Cost Negotiated Agreement approving a fixed carry forward rate of **16.63%** for the fiscal year ending **June 30, 2021**. These documents reflect an understanding reached between the **Arizona Department of Public Safety** and the **U.S. Department of Justice**.

Please have the authorized Official e-sign the electronic Negotiated Agreement and return them to me for acceptance by the Chief Finance Officer. If you do not have e-signature available, you may print and sign the Negotiated Agreement, scan it and send the scanned documents of my e-mail below. A copy may be retained by you pending receipt of an electronic fully executed agreement. The e-signed documents must be returned within 30 days of the date of this letter.

We request that you submit your indirect cost allocation plan for your next fiscal year no later than six months after the close of the fiscal year for which the proposal is based upon. Your proposal for the year ending **July 1, 2021** must be submitted with the following documentation:

- (1) Organization chart showing the structure of the agency during the period for which the proposal applies, along with a functional statement noting the duties and/or responsibilities of all units that comprise the agency.
- (2) Approved Central Service Cost Allocation Plan.
- (3) A copy of the financial statements prepared by either a certified public accountant or State government auditor, or a copy of the official budget of that department, if the budget reports the actual expenditures for the year on which the proposal is based. (Also, transmit a copy of the audit report transmittal letter addressed to the cognizant federal agency, when it becomes available. The original transmittal letter and audit report should be sent to your

lead cognizant agency and also the DOJ Regional Inspector General for Audit. Audit reports should be prepared consistent with 2 CFR 255.

- (4) Schedule of indirect costs identified by expense category (or cost object).
- (5) Certification that the indirect cost rate proposal was prepared in a manner consistent with the cost principles of 2 CFR 200 Subpart F.
- (6) A listing of grants and contracts by Federal agency, amounts, period of performance, and the indirect cost (overhead) limitations (if any) applicable to each, such as ceiling rates or amounts restricted by administrative or statutory regulations.

If you have any questions, please contact me at (202)305-2725.

Sincerely,



Desma E. Robinson, Staff Accountant  
Grants Financial Management Division  
Office of the Chief Financial Officer

Enclosures

**STATE UNITS OF GOVERNMENT  
INDIRECT COST NEGOTIATED AGREEMENT**

**Institution:** Arizona Department of Public Safety  
2102 West Encanto Boulevard  
Phoenix, AZ 85005

**Date:** June 2, 2022

**Filing Ref:** This document replaces the negotiated agreement dated December 17, 2020.

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**Subject:** The indirect cost rate(s) contained herein is for use in grants and contracts with the U. S. Department of Justice and other Federal agencies to which OMB Circular 2 CFR 200 Subpart F Certification applies, subject to the limitations contained in Section II, of this agreement.

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**SECTION I: RATES**

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**Indirect Costs**

<b><u>Type</u></b>	<b><u>Effective Period</u></b>		<b><u>Rate</u></b>	<b><u>Locations</u></b>	<b><u>Applicable To</u></b>
	<b><u>From</u></b>	<b><u>To</u></b>			
Fixed (FCF)	07/01/15	06/30/16	12.22%	All	All Programs
Fixed (FCF)	07/01/16	06/30/17	16.35%	All	All Programs
Fixed (FCF)	07/01/17	06/30/18	15.92%	All	All Programs
Fixed (FCF)	07/01/18	06/30/19	7.67%	All	All Programs
Fixed (FCF)	07/01/19	06/30/20	12.65%	All	All Programs
Fixed (FCF)	07/01/20	06/30/21	16.63%	All	All Programs

**Base:** Total direct salaries and fringe benefits.

**Treatment of fringe Benefits:** Fringe benefits applicable to direct salaries and wages are treated as direct cost.

**\*\*Adjustment to previous rate, due to calculation error.**

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## SECTION II: GENERAL

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- A. **LIMITATIONS:** Use of the rate(s) contained in this agreement is subject to any statutory or administrative limitations and is applicable to a given grant or contract only to the extent that funds are available. Acceptance of the rate(s) agreed to herein is predicated upon the conditions: (1) that no costs other than those incurred by the grantee/contractor via an approved Central Service Cost Allocation Plan were included in its indirect cost pool as finally accepted and that such incurred costs are legal obligations of the grantee/contractor and allowable under the governing cost principles; (2) that the same costs have been treated as indirect costs have not been claimed as direct costs; (3) that similar types of costs have been accorded consistent treatment; and (4) that the information provided by the grantee/contractor which was used as a basis for acceptance of the rate(s) agreed to herein is not subsequently found to be materially inaccurate.
- B. **AUDIT:** Adjustments to amounts resulting from audit of the cost allocation plan upon which the negotiation of this agreement was based will be compensated for in a subsequent negotiation.
- C. **ACCOUNTING CHANGES:** The rate(s) contained in this agreement are based on the accounting system in effect at the time the proposal was prepared and the agreement was negotiated. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from the use of this rate(s) require the prior approval of the office responsible for negotiating the rate(s) on behalf of the Government. Such changes include but are not limited to changes in the charging of a particular type of costs from indirect to direct. Failure to obtain such approval may result in subsequent cost disallowance.
- D. **FIXED RATE(S):** The fixed rate(s) contained in this agreement is based upon an estimate of the costs which will be incurred during the period for which the rate applies. When the actual costs for such period have been determined, an adjustment will be made in a subsequent negotiation to compensate for the difference between that cost used to establish the fixed rate and that which would have been used were the actual costs known at the time.
- E. **NOTIFICATION TO FEDERAL AGENCIES:** Copies of this document may be provided to other Federal offices as a means of notifying them of the agreement contained herein.
- F. **SPECIAL REMARKS:** Federal programs currently reimbursing indirect costs to this Department/Agency by means other than the rate(s) cited in this agreement should be credited for such costs and the applicable rate cited herein applies to the appropriate base to identify the proper amount of indirect costs allocated to the program.

**U. S. Department of Justice  
Office of Justice Programs**



**Signature:** Desma E. Robinson, Staff Accountant  
Grants Financial Management Division

June 21, 2022

**Date**

**Arizona Department of Public Safety**



**Signature**

**Heston Silbert  
Director**

**Name and Title (print or type)**

6/14/22

**Date**

**Negotiated by:** Desma E. Robinson  
(202) 305-2725





**ARIZONA**

***Commercial Vehicle Safety Plan***

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

**Fiscal Years 2023 - 2025**



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

**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? Jennifer Iversen
2. What is this person's title? Administrative Services Manager
3. Who is your Governor's highway safety representative? Alberto Gutier
4. What is this person's title? Director

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

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

**State Certification declaration:**

I, Jennifer Iversen, Administrative Services Manager, on behalf of the State of ARIZONA, 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.

**Comments**

**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? Christopher Hemmen
2. What is the title of your certifying State official? Major
3. What are the phone # and email address of your State official? 602-223-5081 chemmen@azdps.gov

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

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

I, Christopher Hemmen, 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.

**Comments**

**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

**Comments**



**ARIZONA**

***Commercial Vehicle Safety Plan***

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

**Fiscal Years 2023 - 2025**



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

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1. What is the name of the person certifying the declaration for your State? Jennifer Iversen
2. What is this person's title? Administrative Services Manager
3. Who is your Governor's highway safety representative? Alberto Gutier
4. What is this person's title? Director

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

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

**State Certification declaration:**

I, Jennifer Iversen, Administrative Services Manager, on behalf of the State of ARIZONA, 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](#).

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**Comments**

**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? Jennifer Iversen
2. What is the title of your certifying State official? Administrative Services Manager
3. What are the phone # and email address of your State official? 602-223-2866 jiversen@azdps.gov

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

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

I, Jennifer Iversen, 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.

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**Comments**