



ALABAMA

Commercial Vehicle Safety Plan

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

Fiscal Years 2024 - 2026

Date of Approval: July 30, 2024

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year 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 2024 - 2026)
- Part 2: Crash Reduction and National Program Elements (FY 2024 - 2026)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2024 - 2026)
- Part 4: Financial Information (FY 2024)
- Part 5: Certifications and Documents (FY 2024)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete 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 either a 3-year plan or an Annual Update. 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 2024:

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 if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If **"Yes"** is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If **"No"** is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2023 plans. States must carefully review and update this information to reflect FY 2024 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading **"FY 2024 Update"**. Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited 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 Alabama Law Enforcement Agency's (ALEA) Motor Carrier Safety Unit (MCSU) is to improve and promote safe commercial vehicle operation on Alabama roadways by enforcing state laws and federal regulations with the highest standards of integrity and professionalism. The MCSU is committed to establishing and maintaining positive relationships with public and private organizations in order to identify problems and provide solutions that are beneficial to the safety of the commercial motor carrier industry and the motoring public.

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

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

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

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

The Motor Carrier Safety Unit (MCSU) is currently staffed as follows: 51 Troopers, 13 Corporals, 5 Sergeants, 1 Lieutenant, 1 Captain, 2 full-time civilians, 1 part-time Retired State Employee and 1 Retired Law Enforcement Officer (RLEO).

MCSU personnel funded by the MCSAP Basic/Incentive grant are broken down as follows: 2 Retired State Employees, 2 full-time civilian employees, 35 Troopers, 9 Corporals, 5 Sergeants, 1 Lieutenant, and 1 Captain. The following positions are currently unfilled within the MCSU: 7 inspector troopers and 2 Retired State Employees.

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

The MCSU has a New Entrant/Compliance Unit. It is slotted for 5 Troopers, 1 Corporal, 1 Sergeant, and 3 part-time retired state employees: 2 that perform safety audits and 1 that performs administrative duties. While their primary responsibility is conducting New Entrant Safety Audits, their routine day allows for the completion of roadside inspections, and these numbers contribute to the yearly totals. Currently, there is one vacant trooper New Entrant Safety Auditor position. (These employees are identified in the totals in paragraph two.)

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

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

The CVE program consists of 74 ALEA funded Troopers assigned to Highway Patrol and four assigned to other divisions across the state and are certified to conduct level II and III inspections on mile-posted high crash corridors.

The COPS program is comprised of 22 law enforcement officers from 12 agencies outside ALEA, certified to conduct level II and III inspections. These agencies are not subrecipients of MCSAP funding.

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

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 activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	ALABAMA LAW ENFORCEMENT AGENCY
Enter total number of personnel participating in MCSAP activities	168
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	168
Traffic Enforcement Activities	146
Investigations*	7
Public Education and Awareness	6
Data Collection and Reporting	5
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Non-funded Agency Information	
Total number of agencies:	12
Total # of MCSAP Participating Personnel:	22

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 2024 - 2026 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

*For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.*

- **MCSAP Performance Dashboard** – *States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.*

It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- **Activity Dashboard** – *This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.*

Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- *States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.*
- *States can also use internal State data sources.*

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Part 2 Section 2 - CMV Crash Reduction

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

Trend Analysis for 2018 - 2022

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 **Number of 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 **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.
 - In the **Actual 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			
01/01/2022	12/31/2022	161	138	144
01/01/2021	12/31/2021	152	140	126
01/01/2020	12/31/2020	144	142	130
01/01/2019	12/31/2019	144	120	134
01/01/2018	12/31/2018	132	121	136

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	0	0	0
01/01/2021	12/31/2021	11	0	3
01/01/2020	12/31/2020	4	0	4
01/01/2019	12/31/2019	5	0	5
01/01/2018	12/31/2018	5	0	5

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	4	0	4
01/01/2021	12/31/2021	1	0	1
01/01/2020	12/31/2020	8	0	8
01/01/2019	12/31/2019	8	1	7
01/01/2018	12/31/2018	13	0	11

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

All CMV Crashes - Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 7/17/2023. Motor Coach/Passenger Carrier Crashes - Data Source: FMCSA Motor Carrier Management Information System (MCMIS) as of 7/17/2023. Hazardous Materials (HM) Crash involving HM Release/Spill - FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 7/17/2023.

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

Based on the 5-year snapshot shown above, 2017-2021, the Alabama Law Enforcement Agency has met or exceeded its goal. The Alabama Law Enforcement Agency peaked at 138 CMV Total Fatal Crashes in 2019. Since 2019 Alabama has shown a decline in CMV Total Fatal Crashes. This is attributed to data-driven enforcement with information derived from various sources, including but not limited to ADVANCE, Center for Advanced Public Safety, A&I, and the Alabama Department of Transportation.

In addition to data-driven enforcement, monthly meetings are administered by the FMCSA Alabama Division's Program Analyst with MCSU command staff field supervisors. These meetings are designed to discuss crash trends, crash causal factors, and crash locations. This information is then utilized for the scheduling of MCSU personnel in an effort to continue the reduction of CMV Total Fatal Crashes.

The MCSU will continue its efforts to reduce CMV Total Fatal Crashes by utilizing the above-mentioned methods. Additionally, the MCSU will work with the ALEA command staff in an effort to increase manpower and fill the vacancies notated in the eCVSP.

Narrative Overview for FY 2024 - 2026**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.

Where Alabama saw a spike in CMV-involved crashes in 2019, the five-year trend identified in A&I Performance Dashboard is indicating a decreasing trend in CMV-involved crashes. (snapshot 7/17/2023)

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

Enter the data source and capture date:

All CMV Crashes - Data Source: FMCSA Motor Carrier Management Information System (MCMIS) as of 7/17/2023. Motor Coach/Passenger Carrier Crashes - Data Source: FMCSA Motor Carrier Management Information System (MCMIS) as of 7/17/2023.

Projected Goal for FY 2024 - 2026:

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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2024	5
2025	5
2026	5

The reduction of 5 CMV involved fatal crashes per year equates to a 3% reduction over a 3 year period (2024, 2025, 2026). The starting point for the crash reduction goal will be derived from the actual outcome of the 2023 CMV involved fatal crash results.

Program Activities for FY 2024 - 2026: 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 MCSU is implementing the following steps into the Commercial Vehicle Safety Plan: The MCSU will conduct concentrated enforcement/inspection details in the areas identified with the highest number of CMV-related fatal crashes in an effort to reduce the crashes as indicated above over a 3-year period.

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

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

Additional emphasis will also be directed toward CMV Traffic Enforcement during all routine patrols. MCSU and CVE personnel will be directed to increase enforcement of known contributing crash factors of CMV-involved crashes. These crash factors will be identified utilizing the ADVANCE, eCrash data dashboard, and the information provided by the Alabama Division's Program Analyst.

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

Additional emphasis will be directed toward CMV-involved Work Zone crashes. Currently, 33% of work zone fatalities nationally involve a CMV. Appropriate enforcement efforts within work zones and congested areas immediately before and after will be emphasized. This will include not only inspection activity but also increased enforcement of contributing crash factors.

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

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

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

MCSU will also encourage local agencies (Police Departments and Sheriff's Departments) with a vested interest in rural hotspots to also participate in targeted enforcement efforts in their areas of operation.

MCSAP-funded inspectors are expected to dedicate 90% of routine hours towards enforcement activities and 10% of routine hours towards training and judicial proceedings. MCSAP-funded field supervisors will dedicate 80% of routine hours to enforcement and 20% to administrative duties. MCSAP-funded supervisors assigned to Headquarters will dedicate 85% of routine hours to administrative duties and 15% to enforcement activities. Sworn personnel will dedicate 100% of additional duty hours towards enforcement activities, New Entrant Safety Audits, administrative duties, Data Qs, and compliance investigations.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

The MCSU will ensure that any concentrated enforcement/inspection details scheduled/developed are implemented as scheduled. The MCSU will utilize MCMIS, ADVANCE Dashboard, and CARE data to compare the strike force activity to CMV-related fatal crashes to ensure the MCSU is meeting its objective. Activity from special details and fatal crash data will be monitored, and the MCSU will make adjustments throughout the year as needed to meet the objective. After-action detail reports are submitted to the MCSU command staff for review. The after-action reports will be compared to crash data to ensure effectiveness. After review, necessary adjustments will be made to address any changes needed regarding enforcement activity and/or locations. Additionally, the MCSU will utilize data from MCMIS and CARE to monitor and evaluate the program on a monthly basis. The results will be reported on a quarterly basis to FMCSA. Additionally, MCSU command staff will continue to meet monthly with the FMCSA Alabama Division Program Analyst to discuss the latest crash trends and areas of focus. This information will be utilized in developing the following month's work schedule in an effort to reduce CMV-involved crashes and fatalities.

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

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

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

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2024 - 2026. 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 2018 - 2022

Inspection Types	2018	2019	2020	2021	2022
Level 1: Full	3125	3162	4759	4947	5066
Level 2: Walk-Around	17188	18972	18922	25105	19171
Level 3: Driver-Only	13174	16476	11302	15369	14009
Level 4: Special Inspections	0	2	0	1	0
Level 5: Vehicle-Only	252	295	142	293	285
Level 6: Radioactive Materials	0	0	0	0	0
Total	33739	38907	35125	45715	38531

Narrative Overview for FY 2024 - 2026

Overview:

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

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

The MCSU is currently utilizing ASPEN; however, the Center for Advanced Public Safety (CAPS) is currently finalizing eInspect, and implementation is projected before the end of CY 2023. CAPS is also coordinating with ALEA IT and FMCSA IT.

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

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

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

The state's overall inspection program is data-driven by information provided by the FMCSA Alabama Division's Program Analyst and the ADVANCE dashboard, including crash data, citation data, weight data, and heat maps that indicate crash casual factors and high crash corridors.

Currently, ALEA is budgeted for 78 personnel certified to conduct Level I inspections; however, only 58 MCSU-funded personnel are allocated for full-time inspection. In FY 2022, those personnel certified to conduct Level I inspections conducted a total of 38,531 inspections. Of those inspections, 5,066 were Level I (snapshot FMCSA Dashboard-07/18/2023). For FY 2024 the MCSU is planning to increase the number of inspector personnel by 7, in an effort to increase the percentage of Level I inspections conducted when faced with limited access throughout the state to fixed locations as well as a limited number of Level I certified inspectors. MCSU has increased its percentage of Level I inspections each year towards FMCSA's recommended percentage of 25%.

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

The Alabama Law Enforcement Agency has 74 Highway Patrol Troopers across the state and are certified to conduct Level II and III inspections on mile-posted high crash corridors.

The MCSU training section will implement annual refresher training on the tactics to recognize human trafficking/smuggling in conjunction with a CMV inspection for MCSAP personnel. MCSAP personnel will be afforded the opportunity to attend Drug Interdiction Assistance Program (DIAP) courses posted on the National Training Center website (NTC). Annual refresher training will also be afforded to those that have previously attended DIAP courses. The MCSU anticipates participating in upcoming interdiction details organized by the Highway Patrol Division.

ALEA has a bias-based policing policy and a non-discriminatory policy that addresses non-discriminatory inspection selection.

Projected Goals for FY 2024 - 2026

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2024 - 2026. For FY 2024, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: ALABAMA LAW ENFORCEMENT AGENCY

Enter the total number of certified personnel in the Lead agency: 146

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	5500	250	0	5750	14.20%
Level 2: Walk-Around	17500	1000	40	18540	45.78%
Level 3: Driver-Only	16100	0	0	16100	39.75%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	10	0	100	110	0.27%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	39110	1250	140	40500	

MCSAP subrecipient agency

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

Subrecipient is:

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

Projected Goals for FY 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Subrecipients	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	12
Enter the total number of non-funded certified officers:	22
Enter the total number of inspections projected for FY 2024:	800

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
MCSAP Lead Agency: ALABAMA LAW ENFORCEMENT AGENCY					
# certified personnel: 146					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 12					
# certified personnel: 22					
# projected inspections: 800					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	5500	250	0	5750	14.20%
Level 2: Walk-Around	17500	1000	40	18540	45.78%
Level 3: Driver-Only	16100	0	0	16100	39.75%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	10	0	100	110	0.27%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	39110	1250	140	40500	

Note: If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

Crash data indicates the majority of CMV crashes in Alabama are caused by driver actions, not mechanical related issues identified by a Level 1 inspection. In addition to crash causation factors, Alabama is limited in the number of Level 1 certified inspectors. Of the 146 certified inspectors, only 72 inspectors are certified to perform Level 1 inspections. MCSU currently has access to only 1 fixed location with facilities to conduct level one inspections. No MCSAP funded full time inspectors are assigned to the location. The facility is used when MCSAP funded personnel conduct special details. Shifts and days worked vary according to the needs of the details being worked. ALDOT funded personnel are permanently assigned to the site, but their primary duties are size and weight enforcement. All other Level 1 inspections are conducted roadside. Currently, the MCSU is staffed with 72 personnel certified to conduct Level 1 inspections. In FY2017, those personnel certified to conduct Level 1 inspections conducted a total of 27,000 inspections. Of those inspections, 2,538 were Level 1. MCSU is currently exploring ways to increase the percentage of Level 1 inspections conducted when faced with limited access throughout the state to fixed locations as well as a limited number of Level 1 certified inspectors. Therefore, the MCSU does not plan to achieve the Level 1 recommended goal identified in the MCSAP Comprehensive Policy. The projected goals listed in the tables for FY 2025 and FY 2026 do not indicate a substantial increase in the number of projected inspections and no increase to the number of certified officers. This is due to the uncertainty of ALEA hiring additional personnel and anticipated retirements. The MCSU, at a minimum, hopes to retain the current number of lead agency certified personnel and non-funded certified personnel.

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 2025 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	41000	0	800	41800
Enter total number of certified personnel	146	0	22	168
Projected Goals for FY 2026 Roadside Inspections				
Enter total number of projected inspections	42000	0	800	42800
Enter total number of certified personnel	146	0	22	168

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 2018 - 2022

Investigative Types - Interstate	2018	2019	2020	2021	2022
Compliance Investigations	35	21	6	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	4	7	6	0
CSA On-Site Focused/Focused CR	24	18	5	9	3
CSA On-Site Comprehensive	0	0	0	1	3
Total Investigations	59	43	18	16	6
Total Security Contact Reviews	0	11	2	0	0
Total Terminal Investigations	0	0	2	2	2

Investigative Types - Intrastate	2018	2019	2020	2021	2022
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	1	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	2	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	0	1	2	0	0
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2024 - 2026**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 2024 - 2026

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2024 - 2026.

Projected Goals for FY 2024 - 2026 - Investigations						
Investigation Type	FY 2024		FY 2025		FY 2026	
	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	0	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0	0
Total Investigations	0	0	0	0	0	0
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

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

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

Currently, the MCSU does not have any personnel certified to conduct compliance investigations. Primary emphasis has been placed on New Entrant Safety Audits. Until such time personnel becomes certified to conduct compliance investigations, the expected outcome will remain zero. MCSU personnel will continue focusing on Traffic Crash Reduction and congressionally mandated New Entrant Safety Audits.

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.

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 2018 - 2022**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		
01/01/2022	05/26/2022	5713	9140
01/01/2021	12/31/2021	2945	4712
01/01/2020	12/31/2020	2850	4765
01/01/2019	12/31/2019	2578	4443
01/01/2018	12/31/2018	2996	4405

☐ 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		
01/01/2017	05/26/2017	6339	6339
01/01/2016	12/31/2016	17722	17722
01/01/2015	12/31/2015	17850	17850
01/01/2014	12/31/2014		
01/01/2013	12/31/2013	19579	19579

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

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

FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 7/18/2023.

Narrative Overview for FY 2024 - 2026

Instructions:

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

The Alabama Law Enforcement Agency is a 24/7 full-service law enforcement agency utilizing marked patrol vehicles for traffic enforcement. The MCSU, in conjunction with the Highway Patrol Division, routinely concentrates traffic enforcement efforts in known high crash locations. These locations, known as "Hot Spots" are determined by utilizing data obtained from ADVANCE data dashboard. The Highway Patrol Division consists of 436 Troopers whose primary responsibility is traffic enforcement. Troopers conduct special details such as LIDAR, line patrols, and saturation details in designated "Hot Spots." Increased focus is given during major holiday periods in an effort to reduce crashes. All MCSU inspectors are Alabama Peace Officers Standards and Training (APOST) certified and conduct CMV and non-CMV traffic enforcement on a daily basis as part of their routine duties. Troopers work various shifts to cover 24 hours per day, 7 days a week, performing traffic enforcement as part of their daily routine in an effort to reduce crashes. Troopers cover all local, state, and federal highways. Troopers conduct special details concentrating on traffic enforcement in construction areas and "hot spot" areas during holiday periods in order to reduce crashes.

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

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

The projected goals listed in the tables for FY 2024 thru 2026 do not indicate an increase in the number of projected traffic enforcement activities. This is due to the uncertainty of ALEA hiring additional personnel and anticipated retirements. The MCSU, at a minimum, hopes to retain the current number of lead agency certified personnel and non-funded certified personnel to maintain the current level of traffic enforcement activities noted.

Projected Goals for FY 2024 - 2026

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2024 - 2026. 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 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	3500	3600	4250
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	350	360	425
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	1925	1980	2340
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	2040	2040	2040

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections (including border inspections, if applicable), carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2014 and 2015.

The table below displays the information you input into this CVSP from the roadside inspections (including border inspections, if applicable), investigations, and new entrant safety audit sections. The sum of your planned activities must equal or exceed the average number of 2014/2015 activities to be eligible to utilize Federal funding for Non-CMV traffic enforcement.

FY 2024 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2024 Activities	Average 2014/15 Activities
41300	0	950	42250	36013

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

During the Combined Accident Reduction Efforts (CARE) identified enforcement dates, the Alabama Law Enforcement Agency utilizes all available uniformed personnel to conduct traffic enforcement in high crash corridors throughout the state. Previous years' statistics have included numbers from ALEA's Highway Patrol Division. Those numbers have been removed from this year's eCVSP. The MCSU will utilize Highway Patrol personnel as force multipliers for non-CMV traffic enforcement on mile-posted routes within high crash corridors. The state will monitor and measure its traffic enforcement efforts through the utilization of the ADVANCE dashboard and CARE data. The effectiveness will be adjusted accordingly on a monthly to ensure it correlates with FMCSA's national traffic enforcement priorities.

Part 2 Section 6 - Safety Technology

This section covers two of FMCSA's safety technology programs:

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. **All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.**

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Bipartisan Infrastructure Law (BIL), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

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, specific details must be included both in this section and in your Part 4 Spending Plan.

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

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

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

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

Narrative Overview for FY 2024 - 2026

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

Alabama participates in PRISM at the enhanced level.

Program Activities for FY 2024 - 2026: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

Alabama is fully PRISM compliant.

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

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

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

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

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

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

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

Ensure PRISM training is provided to all enforcement officers.

Part 2 Section 7 - Public Education and Outreach

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 2018 - 2022

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

Public Education and Outreach Activities	2018	2019	2020	2021	2022
Carrier Safety Talks	41	65	52	10	47
CMV Safety Belt Education and Outreach	0	0	0	0	0
State Trucking Association Meetings	4	6	6	3	5
State-Sponsored Outreach Events	778	1076	50	250	250
Local Educational Safety Events	0	0	0	0	0
Teen Safety Events	0	0	0	0	0

Narrative Overview for FY 2024 - 2026

Performance Objective: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safety initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

The MCSU will work closely with various associations and the general public to meet the demand for CMV education and awareness, including carriers transporting hazardous materials and passengers. The MCSU projects to conduct a minimum of 25 carrier safety talks throughout the fiscal year. The Alabama Law Enforcement Agency, Public Information Office (PIO) provides state-sponsored outreach and local educational safety events. When requested, the Alabama Law Enforcement Agency's PIOs conduct safety talks to various organizations throughout the State of Alabama. ALEA provides these educational outreach programs as a service to multiple organizations to educate the public on motor vehicle safety-related issues. The educational outreach events provided by PIO vary from one to four hours.

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

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

The MCSU anticipates distributing informational cards to the general public for CMV and non-CMV interactions. These cards are provided by Truckers Against Trafficking at no cost and address the national priority of human trafficking/smuggling.

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

ALEA participates in an annual share-the-road campaign with USDOT promoting bicycle and motorcycle safety during the month of May. The MCSU will continue to enforce state statute (32-5A-82(3)), which requires a 3-foot distance when passing or overtaking a bicycle rider.

Projected Goals for FY 2024 - 2026

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 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	25	25	25
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	250	250	250
<input type="radio"/>	<input checked="" type="radio"/>	Local Educational Safety Events	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events	0	0	0

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

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

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). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	Yes

Available data sources:

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

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

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

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

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2024 - 2026.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2024	Goal for FY 2025	Goal for FY 2026
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

A&I Online data snapshot used was dated July 19, 2023.

Narrative Overview for FY 2024 - 2026

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

Program Activities FY 2024 - 2026: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ. Also, describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

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

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

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

Part 2 Section 9 - New Entrant Safety Audits

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

For the purpose of this section:

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

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

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2018 - 2022

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

New Entrant Safety Audits	2018	2019	2020	2021	2022
Interstate	675	665	708	660	1243
Intrastate	0	0	0	0	0
Total Audits	675	665	708	660	1243

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 2024 - 2026

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website (NEWS)	
Date information retrieved from NEWS Dashboard to complete eCVSP	10/13/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	755
Current Number of Past Dues	1

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 2024 - 2026

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

Projected Goals for FY 2024 - 2026 - New Entrant Safety Audits						
	FY 2024		FY 2025		FY 2026	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	140	0	140	0	140	0
# of Safety Audits (Offsite)	810	0	810	0	810	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	950	0	950	0	950	0
# of Non-Audit Resolutions	350	0	350	0	350	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

Currently, the inventory of past-due carriers is less than .001% (1 past-due) of the overall assigned and unassigned carriers. ALEA will continue to focus on keeping past-due carriers to a minimum. ALEA plans to hire two retired state employees/auditors to assist with achieving the goals set forth in this plan. Internal controls have been enacted to ensure New Entrant Safety Audits or non-audit resolutions are assigned, investigated, completed, and reviewed/uploaded prior to statutory deadlines.

ALEA saw a substantial increase in completed audits for FY 2022 from FY 2021. This was primarily due to the increased number of carriers that entered the New Entrant Program during the COVID-19 pandemic. Because of the high demand, MCSU safety auditors were able to manage their carriers during regular and allotted overtime shifts to keep past due carriers at a minimum; however, the safety auditors spent more of their time administering audits than conducting roadside inspections. Since that time, less carriers have entered the New Entrant program; therefore, decreasing the unassigned carrier list, and allowing auditors to perform inspections as well as administering safety audits. Because the unassigned carrier list has decreased to a manageable level, and based on previous years historical data prior to COVID-19, the MCSU projects to complete the identified number of safety audits for FY 2024 thru 2026, while maintaining no or minimal past due carriers. If the MCSU sees the need to increase the number of New Entrant Safety Audits due to an increased inventory, steps will be taken to meet this demand as previously mentioned when this demand was met following the COVID-19 pandemic.

In addition to conducting New Entrant Safety Audits and Non-Audit Resolutions, if Safety Auditors identify chameleon carriers, the division office will be notified.

Activity Plan for FY 2024 - 2026: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

Auditors will follow the guidelines and procedures for conducting on-site and off-site safety audits to ensure all New Entrant Safety Audits are completed within statutory guidelines. Additionally, New Entrant Safety Auditors have been directed to ensure all work assignments are completed within a 30-day window of the due date of each assigned motor carrier. These controls will help ensure eligible motor carriers do not become "past-due." It should be noted the MCSU is slotted for five full-time New Entrant Safety Auditors; however, there is currently one vacancy and one retirement is anticipated within the next year.

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

1. Assign carriers to New Entrant Auditors within 120 days of the carrier entering the New Entrant Program.
2. Assigning New Entrant Auditors specific geographical territories throughout the state based on the auditor's home of record (for carriers required to undergo an on-site NE Safety Audit).
3. Utilizing the off-site New Entrant Safety Audit process to reach multiple carriers and minimize cost.

4. Auditors will submit "contact records" bi-weekly, indicating a non-audit resolution was completed. The "contact records" are entered immediately upon submission to the New Entrant Supervisor and the Retired State Employee.
5. Upon completion of a New Entrant Safety Audit, Auditors will submit the Safety Audit for review within 24 hours to one of the New Entrant Supervisors, and the audit will be uploaded within 36 hours.
6. ALEA plans to hire two retired state employees/auditors to assist with achieving the goals set forth in this plan.

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

The anticipated outcome for FY 2024 is that Alabama will have 0 late or past-due carriers.

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

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

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

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

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

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

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

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

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

Part 3 - National Emphasis Areas and State Specific Objectives**Part 3 Section 1 - Overview**

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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2024 - 2026).

Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

Your State's FY 2022 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 50.00%

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/28/2023

Check this box if:

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

Narrative Overview for FY 2024 - 2026

Project Goal: Increase the IM and UNSAT/UNFIT OOS catch rate percentage to meet the FMCSA threshold of at least 85 percent.

Projected Goals for FY 2024 - 2026: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2024	100
2025	100
2026	100

The MCSU projects to achieve a 100% catch rate on all OOS carriers. This performance goal will be implemented by following agency policies and procedures of utilizing the FMCSA portal during roadside inspection activities. Limited or no access to the portal will be documented in the notes section of an inspection report.

For FY 2021 and FY 2023 (YTD) the MCSU saw a 100% catch rate for Imminent Hazard & Unsat/Unfit carriers identified during roadside inspections (A&I SNAPSHOT 9/29/2023).

Program Activities for FY 2024 - 2026: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

Policies to detect OOS carriers include a requirement for each inspector to ensure appropriate federal databases are checked on every encounter with a commercial motor vehicle resulting in an inspection. When an OOS carrier is detected, inspectors are to immediately confer with a supervisor to ensure appropriate steps are taken to document the encounter and enforcement action. This includes notification of the local FMCSA Office. Also, if an inspector performs a roadside inspection, and the FMCSA Portal is not functioning or off-line, the inspector is directed to indicate the issue in the note section of the inspection report.

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

The MCSU will continue to conduct annual training with all inspectors on the proper carrier OOS identification procedures. The MCSU training section will review reports provided by FMCSA, on a monthly basis, identifying inspectors with deficiencies and conduct remedial training as needed.

The MCSU will continue to monitor the PRISM OOS report (when available) and provide guidance to those inspectors who fail to identify carriers who are operating under a Federal Out of Service Order.

Part 3 Section 3 - Passenger Carrier Enforcement**Instructions:**

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. 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.

Part 3 Section 4 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2023 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 2023 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2023 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2023 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

CMV Crash Reconstruction Course The Alabama Law Enforcement Agency had one Traffic Homicide CMV Crash Reconstructionist statewide who is assigned to a field supervisor's position in extreme Northwest Alabama.

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

To increase the number of Traffic Homicide CMV Crash Reconstructionist statewide to thirty one.

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

The Alabama Law Enforcement Agency administered the prerequisite courses and the required courses to certify thirty troopers as a CMV Crash Reconstructionist. ALEA currently has 31 CMV Crash Reconstructionist.

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

Aside from coordinating and scheduling the above mentioned courses, there were no difficulties completing this objective.

Activity #2

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

Post Crash Inspections

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

The goal of the MCSU was to conduct post-crash inspections on CMV's involved in crashes where the CMV contributed to the accident and serious injuries or a fatality was involved. MCSU supervisors reviewed crash criteria with MCSU inspectors to ensure post-crash inspections were completed in a uniform and consistent manner. The MCSU anticipated conducting 19 post-crash investigations for FY2022.

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

During FY2022, the MCSU conducted 19 post-crash investigations. For FY2023, the MCSU has conducted 16 post-crash investigations (10/13/2023).

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

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

Part 3 Section 5 - State Specific Objectives – Future

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include human trafficking/smuggling initiatives, work zone safety details, 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 2024 - 2026. 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.

Traffic Enforcement in High Crash Corridors

Narrative Overview for FY 2024 - 2026

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

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

Projected Goals for FY 2024 - 2026:

Enter performance goal.

The goal of traffic enforcement activities in high crash corridors is to help maintain the 2022 CMV fatal crash collision reduction goal and the continued reduction in overall crashes on mile-posted routes (Interstate, Federal & State).

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.

In addition to Level I, II, and III certified troopers, the Alabama Law Enforcement Agency has 287 troopers who are not NAS Part A and B certified. The MCSU unit will utilize these troopers to conduct traffic enforcement activities in high crash corridors in an effort to reduce the collision reduction goal.

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

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

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives and justify 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 2024 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 95 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must ensure that Total Project Costs equal Federal share for each line in order to proceed.

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$8,799,118.00	\$463,111.00	\$9,262,229.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,389,334.00
MOE Baseline:	\$207,521.44

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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 prior approval (15% of MCSAP Award Amount):	\$1,389,334.00
---	----------------

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
ASA III	1	100.0000	\$53,450.45	\$53,450.45	\$50,777.93	\$2,672.52	\$0.00
ASA III	1	80.0000	\$38,710.58	\$30,968.46	\$29,420.04	\$1,548.42	\$0.00
Trooper	42	100.0000	\$73,978.49	\$3,107,096.58	\$2,951,741.75	\$155,354.83	\$0.00
Corporal	9	100.0000	\$81,981.15	\$737,830.35	\$700,938.83	\$36,891.52	\$0.00
Sergeant	2	100.0000	\$88,600.08	\$177,200.16	\$168,340.15	\$8,860.01	\$0.00
Sergeant	3	90.0000	\$91,500.40	\$247,051.08	\$234,698.53	\$12,352.55	\$0.00
Lieutenant	1	90.0000	\$98,993.37	\$89,094.03	\$84,639.33	\$4,454.70	\$0.00
Captain	1	90.0000	\$119,360.56	\$107,424.50	\$102,053.28	\$5,371.22	\$0.00
Part-Time Retired Employee	3	100.0000	\$33,280.00	\$99,840.00	\$94,848.00	\$4,992.00	\$0.00
Part-Time Retired Employee	1	50.0000	\$33,280.00	\$16,640.00	\$15,808.00	\$832.00	\$0.00
Substance	1	100.0000	\$164,160.00	\$164,160.00	\$155,952.00	\$8,208.00	\$0.00
MOE	1	0.0000	\$230,000.00	\$0.00	\$0.00	\$0.00	\$230,000.00
Subtotal: Salary				\$4,830,755.61	\$4,589,217.84	\$241,537.77	\$230,000.00
Overtime Project Costs							
Overtime	1	100.0000	\$152,901.25	\$152,901.25	\$145,256.19	\$7,645.06	\$0.00
Subtotal: Overtime				\$152,901.25	\$145,256.19	\$7,645.06	\$0.00
TOTAL: Personnel				\$4,983,656.86	\$4,734,474.03	\$249,182.83	\$230,000.00
Accounting Method:	Accrual						

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

Total Project costs (Federal and State) for arresting and civilian personnel total \$4,962,755.61 for MCSAP Basic Arresting Personnel and MCSAP Basic Civilian Personnel.

Per Alabama law, officers are required to be paid \$12.00 per day of substance pay if the officer works at least 4 hours per day. 58 employees working an average of 236 days a year multiplied by \$12.00.

Due to the limited amount of personnel available to be assigned to the MCSU, overtime is included at a total of \$152,901.25 to assist with post-crash details/investigations, inspections, DataQs, New Entrant Safety Audits, and any other official administrative duties which may require troopers to go over the 40-hour work week that are MCSAP approved. The amount is derived from previous years historical data when computing the burn rate over a 12 month period based on the needs of the unit.

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

Retired State employees' daily duties include answering phone inquiries from the public related to FMCSRs and serving as subject matter experts (SME) based on their prior full-time positions within ALEA. Two retired state employees are dedicated to administering New Entrant Safety Audits. The retired State employees are limited to working 29 hours a week and their salary is capped at \$33,280 annually. Three retired state employees dedicate 100% of their time to MCSAP related duties and one retired state employee dedicates 50% of their time to MCSAP related duties. It should be noted that two of the three 100% MCSAP retired state employee positions are vacant as of 10/13/2023.

Part 4 Section 3 - Fringe Benefits

*Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).*

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and through grants.gov. For more information on this item see [2 CFR §200.431](#).

Show how the fringe benefit amount is calculated (i.e., actual fringe rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

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

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

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc. For more information on this item see the [Fringe Benefits Job Aid below](#).

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

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

Fringe Benefit Rate: The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Retirement Overtime	51.6700	100.0000	\$152,901.25	\$79,004.07	\$75,053.87	\$3,950.20	\$0.00
Overtime Medicare	1.4500	100.0000	\$152,901.25	\$2,217.06	\$2,106.21	\$110.85	\$0.00
Subsistence	1.4500	100.0000	\$164,160.00	\$2,380.32	\$2,261.30	\$119.02	\$0.00
Retirement Civilian 100%	14.8200	100.0000	\$53,450.45	\$7,921.35	\$7,525.29	\$396.06	\$0.00
Retirement Civilian 80%	14.8200	80.0000	\$30,968.46	\$3,671.62	\$3,488.04	\$183.58	\$0.00
100% Health Insurance	100.0000	100.0000	\$602,640.00	\$602,640.00	\$572,508.00	\$30,132.00	\$0.00
90% Health Insurance	100.0000	90.0000	\$55,800.00	\$50,220.00	\$47,709.00	\$2,511.00	\$0.00
80% Health Insurance	100.0000	80.0000	\$11,160.00	\$8,928.00	\$8,481.60	\$446.40	\$0.00
Retirement Trooper (53 personnel)	51.6700	100.0000	\$4,022,127.09	\$2,078,233.06	\$1,974,321.41	\$103,911.65	\$0.00
Retirement Trooper (5 personnel)	51.6700	90.0000	\$443,569.62	\$206,273.18	\$195,959.52	\$10,313.66	\$0.00
Trooper Medicare (53 personnel)	1.4500	100.0000	\$4,022,127.09	\$58,320.84	\$55,404.80	\$2,916.04	\$0.00
Trooper Medicare (5 personnel)	1.4500	90.0000	\$443,569.62	\$5,788.58	\$5,499.15	\$289.43	\$0.00
Non-overnight per diem	1.4500	100.0000	\$46,600.00	\$675.70	\$641.92	\$33.78	\$0.00
Retired Employees FICA	7.6500	100.0000	\$99,840.00	\$7,637.76	\$7,255.87	\$381.89	\$0.00
Retired Employees FICA	7.6500	50.0000	\$33,280.00	\$1,272.96	\$1,209.31	\$63.65	\$0.00
TOTAL: Fringe Benefits				\$3,115,184.50	\$2,959,425.29	\$155,759.21	\$0.00

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

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

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

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

The FY 2024 retirement percentage paid by ALEA is 51.67 percent for arresting officers and 14.82 percent for civilians.

Health insurance costs are included at \$930 per month per employee at their respective percentage of time worked and are reflected above. 80% Health Insurance positions reflect those employees that spent 80% of their duties on MCSAP related activities, 90% Health Insurance positions reflect those employees that spent 90% of their duties on MCSAP related activities, and 100% Health Insurance positions reflect those employees that spent 100% of their duties on MCSAP related activities.

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

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, airfare, lodging, meals, transportation, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.475](#).

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
CVSA / NAIC / COHMED Conferences	11	55	100.0000	\$40,800.00	\$38,760.00	\$2,040.00	\$0.00
FMCSA Workshops	6	30	100.0000	\$20,400.00	\$19,380.00	\$1,020.00	\$0.00
In-State Per Diem	1	365	100.0000	\$114,000.00	\$108,300.00	\$5,700.00	\$0.00
Out-of-State Travel	1	10	100.0000	\$2,500.00	\$2,375.00	\$125.00	\$0.00
Training Travel	1	14	100.0000	\$20,000.00	\$19,000.00	\$1,000.00	\$0.00
Alabama Trucking Ass. Travel	1	5	100.0000	\$1,400.00	\$1,330.00	\$70.00	\$0.00
Safe Drive	3	15	100.0000	\$15,000.00	\$14,250.00	\$750.00	\$0.00
TOTAL: Travel				\$214,100.00	\$203,395.00	\$10,705.00	\$0.00

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

CVSA / NAIC / COHMED conferences: Historically, the MCSU has had 3-4 members attend these conferences five to six days a week per conference and requires two travel days, one before and one after each event. The budget amount is derived from airline fees, airport parking fees, checked baggage fees, hotel fees, meals, and car rental or taxi fees.

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

In-state Per Diem: Per Alabama law, the current per diem rate is \$12.75 for travel away from the assigned base for six hours or more and \$34.00 if the employee is away from the assigned base for twelve or more hours. Overnight travel for one night is \$85.00, and for two or more nights is \$100.00. The above-described cost was derived from historical data, and each line was an approximate estimated figure to previous parallel costs for similar budgets within the last three years. There are 60 MCSAP personnel as well as a select few CVE troopers participating in pre-planned details that would qualify for claiming in-state travel. Based on the above-mentioned definition of in-state per diem, historical data indicates qualifying for these claims is not a daily occurrence.

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

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

Safe Drive: The MCSU has had 3-4 members attend these conferences five to six days a week per conference and requires two travel days, one before and one after each event.

Title	of Employees	Transportation/ Travel Fees	Lodging Fees	Meals	Total
CVSA Spring	4	\$8,000.00	\$5,000.00	\$2,000.00	\$15,000.00
CVSA Fall	4	\$8,000.00	\$5,000.00	\$2,000.00	\$15,000.00
COHMED	2	\$4,000.00	\$2,000.00	\$800.00	\$6,800.00
NAIC	1	\$2,000.00	\$1,500.00	\$500.00	\$4,000.00
Safe Drive	3	\$8,000.00	\$5,000.00	\$2,000.00	\$15,000.00
ITD Workshop	3	\$6,000.00	\$3,000.00	\$1,200.00	\$10,200.00
DataQ Workshop	3	\$6,000.00	\$3,000.00	\$1,200.00	\$10,200.00
In-state Per Diem					\$114,000.00
Out-Of-State Travel					\$2,500.00
Training Travel					\$20,000.00
ATA Travel	1	\$0.00	\$1,000.00	\$400.00	\$1,400.00
Grand Total					\$214,100.00

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

Part 4 Section 5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.

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 how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Police Vehicles and associated equipment	7	\$60,000.00	100	\$420,000.00	\$399,000.00	\$21,000.00	\$0.00
TOTAL: Equipment				\$420,000.00	\$399,000.00	\$21,000.00	\$0.00
Equipment threshold is greater than \$5,000.							

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

The MCSU anticipates purchasing 7 police vehicles at \$42,000 each during FY24; however, the type of vehicle(s) that will be available is unknown due to state contract negotiations. The projected costs identified above are based on previous vehicle purchases' historical data.

Associated equipment project costs include purchasing lights/siren and radio installation packages, push bumpers, and other associated equipment per vehicle. Based on historical data these costs are approximately \$18,000 per vehicle based on historical data.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. 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.

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Uniforms Costs	1 annually	\$28,000.00	100.0000	\$28,000.00	\$26,600.00	\$1,400.00	\$0.00
Field Supplies	1 annually	\$8,000.00	100.0000	\$8,000.00	\$6,800.00	\$1,200.00	\$0.00
Printers	10 each	\$400.00	100.0000	\$4,000.00	\$3,400.00	\$600.00	\$0.00
Office Supplies	1 annually	\$10,000.00	100.0000	\$10,000.00	\$8,501.00	\$1,499.00	\$0.00
Scanner	2 each	\$490.00	100.0000	\$980.00	\$931.00	\$49.00	\$0.00
Computers and accessories	15 each	\$3,034.00	100.0000	\$45,510.00	\$43,234.50	\$2,275.50	\$0.00
TOTAL: Supplies				\$96,490.00	\$89,466.50	\$7,023.50	\$0.00

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

Funding for Web Gear/Uniforms is included at \$28,000.00 to cover any necessary uniform needs for MCSU officers. The MCSU used historical data to determine the amount of funding required to replace Web Gear/Uniforms. The MCSU has 58 officers assigned to perform MCSAP-related duties and functions as their primary work-related responsibility and anticipates expanding the size of the unit.

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

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

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

Two document scanners are included in the budget at \$490.00 each, for a total of \$980.00.

The computers and accessories project cost will include purchasing 15 new laptop computers to replace those that have reached their operational lifespan, 10 docking stations, and accessories related to the use of the new laptops.

Part 4 Section 7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.1 Definitions](#)). All contracts issued under a Federal award must comply with the procurement standards described in [2 CFR §200.317](#), [2 CFR §200.318](#), and [Appendix II to Part 200](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.331](#) 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 §200.1 Definitions](#) and [2 CFR §200.331](#)).

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 §200.1 Definitions](#)).

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

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

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

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

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

Information on Indirect Costs ([2 CFR §200.1](#) Definitions) 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. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Software Purchases	1 annually	\$1,000.00	100.0000	\$1,000.00	\$850.10	\$149.90	\$0.00
Estimated Conferences - Registration fees	10 annually	\$750.00	100.0000	\$7,500.00	\$7,125.00	\$375.00	\$0.00
CVSA Decals	1 annually	\$2,100.00	100.0000	\$2,100.00	\$1,995.00	\$105.00	\$0.00
CVSA Membership Dues	1 annually	\$15,000.00	100.0000	\$15,000.00	\$12,751.50	\$2,248.50	\$0.00
Gasoline and Vehicle Maintenance	12 monthly	\$29,891.96	100.0000	\$358,703.52	\$345,136.34	\$13,567.18	\$0.00
Copier Rental	12 monthly	\$500.00	100.0000	\$6,000.00	\$5,100.60	\$899.40	\$0.00
Communication Service Costs	12 monthly	\$3,000.00	100.0000	\$36,000.00	\$34,200.00	\$1,800.00	\$0.00
Brochures/Publications	1 annually	\$6,494.00	100.0000	\$6,494.00	\$6,198.00	\$296.00	\$0.00
TOTAL: Other Costs				\$432,797.52	\$413,356.54	\$19,440.98	\$0.00

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

Conference registration fees are budgeted at \$7,500.00 to cover registration fees for the conferences attended by MCSU personnel, including the CVSA and ATA conferences.

CVSA Decals are used by inspectors to identify when an inspection has been performed on a commercial vehicle and no hazardous violations were found. CVSA decals (\$5.00 a sheet for 420 sheets) are budgeted for \$2,100.00, including shipping costs.

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

Gasoline and vehicle maintenance costs are budgeted at \$29,891.96 per month for 12 months for a total of \$358,703.52. These are necessary costs to cover gasoline and vehicle maintenance for vehicles used for MCSAP-eligible enforcement activities. The MCSU utilizes Police Pursuit Vehicles (PPVs) to perform MCSAP-eligible activities. Currently, the MCSU has 55 fleet vehicles, 4 of which are spares for MCSAP personnel that experience break-downs and other vehicle issues that may arise. The reflected amount also includes the gasoline and maintenance costs for the vehicles to be purchased that are identified in this eCVSP given they are purchased, outfitted, and issued prior to the expiration of this grant.

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

Communication service costs are included for \$36,000.00 to cover monthly service costs for Southern Linc and Verizon.

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

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

Part 4 Section 9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$8,799,118.00	\$463,111.00	\$9,262,229.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,389,334.00
MOE Baseline:	\$207,521.44

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
ASA III	\$50,777.93	\$2,672.52	\$53,450.45	\$0.00
ASA III	\$29,420.04	\$1,548.42	\$30,968.46	\$0.00
Trooper	\$2,951,741.75	\$155,354.83	\$3,107,096.58	\$0.00
Corporal	\$700,938.83	\$36,891.52	\$737,830.35	\$0.00
Sergeant	\$168,340.15	\$8,860.01	\$177,200.16	\$0.00
Sergeant	\$234,698.53	\$12,352.55	\$247,051.08	\$0.00
Lieutenant	\$84,639.33	\$4,454.70	\$89,094.03	\$0.00
Captain	\$102,053.28	\$5,371.22	\$107,424.50	\$0.00
Part-Time Retired Employee	\$94,848.00	\$4,992.00	\$99,840.00	\$0.00
Part-Time Retired Employee	\$15,808.00	\$832.00	\$16,640.00	\$0.00
Subsistance	\$155,952.00	\$8,208.00	\$164,160.00	\$0.00
MOE	\$0.00	\$0.00	\$0.00	\$230,000.00
Salary Subtotal	\$4,589,217.84	\$241,537.77	\$4,830,755.61	\$230,000.00
Overtime	\$145,256.19	\$7,645.06	\$152,901.25	\$0.00
Overtime subtotal	\$145,256.19	\$7,645.06	\$152,901.25	\$0.00
Personnel total	\$4,734,474.03	\$249,182.83	\$4,983,656.86	\$230,000.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Retirement Overtime	\$75,053.87	\$3,950.20	\$79,004.07	\$0.00
Overtime Medicare	\$2,106.21	\$110.85	\$2,217.06	\$0.00
Subsistence	\$2,261.30	\$119.02	\$2,380.32	\$0.00
Retirement Civilian 100%	\$7,525.29	\$396.06	\$7,921.35	\$0.00
Retirement Civilian 80%	\$3,488.04	\$183.58	\$3,671.62	\$0.00
100% Health Insurance	\$572,508.00	\$30,132.00	\$602,640.00	\$0.00
90% Health Insurance	\$47,709.00	\$2,511.00	\$50,220.00	\$0.00
80% Health Insurance	\$8,481.60	\$446.40	\$8,928.00	\$0.00
Retirement Trooper (53 personnel)	\$1,974,321.41	\$103,911.65	\$2,078,233.06	\$0.00
Retirement Trooper (5 personnel)	\$195,959.52	\$10,313.66	\$206,273.18	\$0.00
Trooper Medicare (53 personnel)	\$55,404.80	\$2,916.04	\$58,320.84	\$0.00
Trooper Medicare (5 personnel)	\$5,499.15	\$289.43	\$5,788.58	\$0.00
Non-overnight per diem	\$641.92	\$33.78	\$675.70	\$0.00
Retired Employees FICA	\$7,255.87	\$381.89	\$7,637.76	\$0.00
Retired Employees FICA	\$1,209.31	\$63.65	\$1,272.96	\$0.00
Fringe Benefits total	\$2,959,425.29	\$155,759.21	\$3,115,184.50	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA / NAIC / COHMED Conferences	\$38,760.00	\$2,040.00	\$40,800.00	\$0.00
FMCSA Workshops	\$19,380.00	\$1,020.00	\$20,400.00	\$0.00
In-State Per Diem	\$108,300.00	\$5,700.00	\$114,000.00	\$0.00
Out-of-State Travel	\$2,375.00	\$125.00	\$2,500.00	\$0.00
Training Travel	\$19,000.00	\$1,000.00	\$20,000.00	\$0.00
Alabama Trucking Ass. Travel	\$1,330.00	\$70.00	\$1,400.00	\$0.00
Safe Drive	\$14,250.00	\$750.00	\$15,000.00	\$0.00
Travel total	\$203,395.00	\$10,705.00	\$214,100.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Police Vehicles and associated equipment	\$399,000.00	\$21,000.00	\$420,000.00	\$0.00
Equipment total	\$399,000.00	\$21,000.00	\$420,000.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Uniforms Costs	\$26,600.00	\$1,400.00	\$28,000.00	\$0.00
Field Supplies	\$6,800.00	\$1,200.00	\$8,000.00	\$0.00
Printers	\$3,400.00	\$600.00	\$4,000.00	\$0.00
Office Supplies	\$8,501.00	\$1,499.00	\$10,000.00	\$0.00
Scanner	\$931.00	\$49.00	\$980.00	\$0.00
Computers and accessories	\$43,234.50	\$2,275.50	\$45,510.00	\$0.00
Supplies total	\$89,466.50	\$7,023.50	\$96,490.00	\$0.00

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

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Software Purchases	\$850.10	\$149.90	\$1,000.00	\$0.00
Estimated Conferences - Registration fees	\$7,125.00	\$375.00	\$7,500.00	\$0.00
CVSA Decals	\$1,995.00	\$105.00	\$2,100.00	\$0.00
CVSA Membership Dues	\$12,751.50	\$2,248.50	\$15,000.00	\$0.00
Gasoline and Vehicle Maintenance	\$345,136.34	\$13,567.18	\$358,703.52	\$0.00
Copier Rental	\$5,100.60	\$899.40	\$6,000.00	\$0.00
Communication Service Costs	\$34,200.00	\$1,800.00	\$36,000.00	\$0.00
Brochures/Publications	\$6,198.00	\$296.00	\$6,494.00	\$0.00
Other Costs total	\$413,356.54	\$19,440.98	\$432,797.52	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$8,799,117.36	\$463,111.52	\$9,262,228.88	\$230,000.00
Total Costs Budgeted	\$8,799,117.36	\$463,111.52	\$9,262,228.88	\$230,000.00

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$8,799,118.00	\$463,111.00	\$9,262,229.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,389,334.00
MOE Baseline:	\$207,521.44

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$4,589,217.84	\$241,537.77	\$4,830,755.61	\$230,000.00
;;;Overtime Subtotal	\$145,256.19	\$7,645.06	\$152,901.25	\$0.00
Personnel Total	\$4,734,474.03	\$249,182.83	\$4,983,656.86	\$230,000.00
Fringe Benefits Total	\$2,959,425.29	\$155,759.21	\$3,115,184.50	\$0.00
Travel Total	\$203,395.00	\$10,705.00	\$214,100.00	\$0.00
Equipment Total	\$399,000.00	\$21,000.00	\$420,000.00	\$0.00
Supplies Total	\$89,466.50	\$7,023.50	\$96,490.00	\$0.00
Contractual and Subaward Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Costs Total	\$413,356.54	\$19,440.98	\$432,797.52	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$8,799,117.36	\$463,111.52	\$9,262,228.88	\$230,000.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$8,799,117.36	\$463,111.52	\$9,262,228.88	\$230,000.00

Part 5 - Certifications and Documents
--

Part 5 Section 1 - Overview

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by 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.

These certifications must be completed and signed on an annual basis.

Part 5 Section 2 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Hal Taylor
2. What is this person's title? Secretary of Law Enforcement
3. Who is your Governor's highway safety representative? William "Bill" Babbington
4. What is this person's title? Division Chief Law Enforcement Traffic Safety ADECA

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

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

State Certification declaration:

I, Hal Taylor, Secretary of Law Enforcement, on behalf of the State of ALABAMA, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

Part 5 Section 3 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Hal Taylor
2. What is the title of your certifying State official? Secretary of Law Enforcement
3. What are the phone # and email address of your State official? (334)676-7000

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

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

I, Hal Taylor, certify that ALABAMA 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.
n/a

Part 5 Section 4 - 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