



ARIZONA

Commercial Vehicle Safety Plan

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

**Fiscal Years 2023 - 2025
Annual Update FY 2024**

Date of Approval: August 02, 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 2023 - 2025)
- Part 2: Crash Reduction and National Program Elements (FY 2023 - 2025)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2023 - 2025)
- Part 4: Financial Information (FY 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

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

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

Instructions:

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

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

The mission of the Arizona Department of Public Safety (AZDPS) is to provide public safety to the State of Arizona.

The mission of the AZDPS Arizona Commercial Vehicle Safety Partnership (ACVSP) is to ensure safe, secure, and efficient transport across Arizona. The goal of the ACVSP is to reduce crashes, injuries and fatalities involving large commercial trucks and buses. AZDPS ACVSP will accomplish this goal through intelligent enforcement of state law and the commercial vehicle and hazardous materials safety regulations, and engaging in educational outreach to carriers, commercial drivers, and the public.

Part 1 Section 3 - MCSAP Structure Explanation

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

- ☒ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 type="radio"/>	<input checked="" 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 type="radio"/>	<input checked="" type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

AZDPS is charged by state law with enforcing rules and regulations governing the safe operations of motor carriers, shippers and vehicles transporting hazardous materials. The AZDPS ACVSP is comprised of two patrol districts (CVE North & CVE South), and MCSAP Administration within our Highway Patrol Division (HPD). The ACVSP is the only full time Bureau the conducts and completes commercial motor vehicle with in the HPD. The Lt. Colonel of the HPD oversees the Major who is assigned three districts. The two patrol districts are headquartered regionally, with one in the southern portion of the state and the other in the central portion. The two captains over those two districts oversee sergeants, and troops that are signed there. The MCSAP Administration is another district that is managed and overseen by the Administrative Service Manager, which is responsible for training/certification, records, finance/budgeting, DataQ, data quality, crash data, and time & accounting are based at the Department's headquarters. The functions are performed by budget coordinators and administrative assistance. New Entrant activities are conducted by the Arizona Department of Transportation as a sub-grantee which is overseen by their program manager and staff signed to the New Entrant Program.

There are over 115 troopers, supervisors, and professional staff positions assigned full-time to the AZDPS ACVSP to promote highway safety. However, at this time, only 87 positions are currently filled. The ACVSP deals with compliance review investigations, post-crash investigations, educational outreach, industry safety talks, roadside inspections and other enforcement operations targeting collision reduction. The ACVSP also conducts CMV border enforcement, drug interdiction operations, and human trafficking details, in keeping with MCSAP Program requirements to deter criminal activity across our state roads and highways. To complement its full-time CVE efforts, and to ensure a cadre of personnel ready to fill vacancies as they occur, AZDPS deploys 183 CVE-trained troopers within its regular patrol ranks. While not all 183 troopers are assigned to full-time CVE activities, these troopers constitute the AZDPS ACVSP reserves and are regularly integrated into large-scale CVE deployment and enforcement initiatives. The 183 CMV certified patrol troopers, in addition to the 71 full-time ACVSP certified inspectors, brings the total number of AZDPS CMV certified inspectors to 254.

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

Part 1 Section 4 - MCSAP Structure

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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:	ARIZONA DEPARTMENT OF PUBLIC SAFETY
Enter total number of personnel participating in MCSAP activities	254
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	254
Traffic Enforcement Activities	254
Investigations*	6
Public Education and Awareness	89
Data Collection and Reporting	10
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Non-funded Agency Information	
Total number of agencies:	26
Total # of MCSAP Participating Personnel:	173

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2023 - 2025 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

*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

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 2017 - 2021

Instructions for all tables in this section:

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

- Insert the beginning and ending dates of the five most recent State measurement periods used in the **Measurement Period column**. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the **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			
01/01/2021	12/31/2021	104	50	104
01/01/2020	12/31/2020	106	50	106
01/01/2019	12/31/2019	79	50	106
01/01/2018	12/31/2018	89	50	106
01/01/2017	12/31/2017	102	50	102

MOTORCOACH/PASSENGER CARRIER CRASHES

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

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

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

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

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

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

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

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

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

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

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

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

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

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

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

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

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

Updated for FY2024

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

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

AZ Fiscal Year	Crashes	Due to equipment		Due to driver action	
2023	63	0	0%	63	100%
2022	83	0	0%	83	100%
2021	65	0	0%	65	100%
2020	43	0	0%	43	100%
2019	52	0	0%	52	100%

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

AZ Fiscal Year	Crashes	Due to equipment		Due to driver action	
----------------	---------	------------------	--	----------------------	--

2023	639	0	0%	639	100%
2022	965	0	0%	965	100%
2021	778	0	0%	778	100%
2020	721	20	0%	721	100%
2019	705	25	3%	705	97%
TraCS 08/15/23					

Per FARS and MCMIS, over 17,000 bus-related crashes occurred in CY2020. 1.6% of those collisions involved a fatality. At 3.8%, Arizona's rate was higher, but that was a by-product of the overall number of bus-related crashes dropping from 166 in CY2019 to 105 in CY2020, while the number of fatal crashes remained at eight. The restrictions regarding "in-transit" inspection on passenger carrying vehicles impacts the ability optimally address passenger carrier safety. Aside from targeting obvious safety violations while in transport, DPS must limit inspections to destination locations for inspections. In Arizona, this results in most of our large-scale initiatives held at the Grand Canyon and the US/Mexico Border.

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

Hazardous Materials (HM) Crash - Cargo Release: No					
	CY2017	CY2018	CY2019	CY2020	CY2021
HM Crashes	67	66	61	67	82
HM Fatality	3	2	1	1	2
HM Injury	2	1	17	11	13
Hazardous Materials (HM) Crash - Cargo Release: Yes					
	CY2017	CY2018	CY2019	CY2020	CY2021
HM Crashes	9	10	9	10	6
HM Fatality	3	3	1	0	1
HM Injury	1	0	2	5	1
Data Source: FMCSA A&I 8/15/23					

Enter the data source and capture date:

Updated for FY2024 AZDPS TraCS and FMCSA A&I 8/15/23

Projected Goal for FY 2023 - 2025:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal 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
2023	2
2024	2
2025	2

Our projected crash reduction goal rate at 6%, establishing 2% each year. The method of measurement will be consistent from year to year.

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

Updated for FY2024

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

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

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

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

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

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

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

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

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

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

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

Part 2 Section 3 - Roadside Inspections

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2023 - 2025. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Note: In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.

Trend Analysis for 2017 - 2021

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

Narrative Overview for FY 2023 - 2025

Overview:

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

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

Aspen and TraCS are the application systems used by the state while conducting CVE enforcement. The SafeSpect system will be deployed/implemented to all CMV inspectors in Arizona during CY2024.

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

There are 71 troopers and supervisors assigned full-time to the two AZDPS ACVSP districts. These personnel are stationed throughout the state and conduct roadside CVE enforcement, although they also conduct inspections at the international/interstate ports of entry.

The assignment and scheduling of personnel is based on data analysis, including crash times/locations and violations identified. In addition, 183 CMV certified troopers within AZDPS' regular patrol districts contribute to collision reduction by conducting CVE enforcement as part of their standard patrol responsibilities. CVE activity and CMV crash data are collected and contrasted every month during CompStat style chain of command review meetings. Areas/ issues of concern and violation data are then identified and incorporated into personnel deployment plans. Targeted violations are tracked and reported on a quarterly basis to compare with crash data and overall effectiveness of enforcement strategies. To ensure continuing inspector certification and quality control, inspection numbers are tracked, and random inspection reports are sampled for critique and review with the issuing inspector and their supervisor. The fixed facility inspections are facilitated at the ports of entry. They conduct weight enforcement, verify paperwork and credentials, and conduct inspections. AZDPS plans to meet or exceed the 15% in FY2024. We will meet this objective through recent web-based training that was released to all the Arizona's Inspectors a few months ago. The ACVSP Training Unit provides instruction about a variety of topics, to include DACH, during Operation Roadcheck.

Projected Goals for FY 2023 - 2025

Instructions for Projected Goals:

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

Enter the total number of certified personnel in the Lead agency: 254

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6300	500	600	7400	20.24%
Level 2: Walk-Around	13000	2500	100	15600	42.66%
Level 3: Driver-Only	13000	0	200	13200	36.10%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	50	10	300	360	0.98%
Level 6: Radioactive Materials	0	5	0	5	0.01%
Sub-Total Lead Agency	32350	3015	1200	36565	

MCSAP subrecipient agency

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

ARIZONA DEPARTMENT OF
Subrecipient is: TRANSPORTATION

Enter the total number of certified personnel in this funded agency: 9

Projected Goals for FY 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	200	100	50	350	100.00%
Level 2: Walk-Around				0	0.00%
Level 3: Driver-Only				0	0.00%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Subrecipients	200	100	50	350	

Non-Funded Agencies

Total number of agencies:	26
Enter the total number of non-funded certified officers:	173
Enter the total number of inspections projected for FY 2024:	33000

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
MCSAP Lead Agency: ARIZONA DEPARTMENT OF PUBLIC SAFETY					
# certified personnel: 254					
Subrecipient Agencies: ARIZONA DEPARTMENT OF TRANSPORTATION					
# certified personnel: 9					
Number of Non-Funded Agencies: 26					
# certified personnel: 173					
# projected inspections: 33000					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6500	600	650	7750	20.99%
Level 2: Walk-Around	13000	2500	100	15600	42.26%
Level 3: Driver-Only	13000	0	200	13200	35.76%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	50	10	300	360	0.98%
Level 6: Radioactive Materials	0	5	0	5	0.01%
Total MCSAP Lead Agency & Subrecipients	32550	3115	1250	36915	

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

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

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

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

Part 2 Section 4 - Investigations

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

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

Trend Analysis for 2017 - 2021

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

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

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

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

Projected Goals for FY 2023 - 2025

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

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

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

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

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

Updated for FY2024

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

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

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

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

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.

Updated for FY2024

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

The Compliance Review Squad has a goal to complete 90 compliance reviews each year to improve carrier safety ratings and overall motor carrier safety. Our ability to meet this goal has been reduced by significant turnover in the squad due to retirement. We are in the process of training and mentoring three new investigators. As these new investigators gain experience and competence, we expect our number of compliance reviews to begin to return to normal over the next one to two years. The District Commander is initiating an internal review of investigation practices and timelines. This designed to improve the efficiency of the program. One of the new investigators is also a Hazardous Materials Specialist which will improve our work to improve safety with Hazardous Materials carriers.

So far, this year the Compliance Review squad has completed 61 investigations. If the unit continues at the current pace, it will finish the fiscal year at approximately 80 investigations. Knowing how well the unit has grown and is performing, and considering the knowledge and proficiency gained by the unit will be much slower over the next few years as higher expert investigative proficiency is a slow process, improvement will be slow. The realistic goal for the unit for 2023 is plus five percent (71 investigations) and plus five percent (75 investigations) in 2024. By 2025 the unit will have matured and 75 investigations per year will be the maximum per year going forward. The only way to increase production would be to fill vacancies for one or more investigators to the unit.

Part 2 Section 5 - Traffic Enforcement

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Traffic enforcement means documented enforcement activities by State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2017 - 2021

Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2021	12/31/2021	40716	42477
01/01/2020	12/31/2020	40813	38529
01/01/2019	12/31/2019	50107	49075
01/01/2018	12/31/2018	39588	47862
01/01/2017	12/31/2017	33537	60355

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

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

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

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

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

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

Narrative Overview for FY 2023 - 2025

Instructions:

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

The AZDPS Arizona Commercial Vehicle Safety Partnership (ACVSP) seeks to reduce commercial vehicle related collisions, injuries, and fatalities through enforcement of federal motor carrier regulations and state traffic laws. This is primarily accomplished through traffic enforcement with an accompanying motor carrier inspection. The ACVSP consists of two CVE Districts. The CVE North District deploys 28 troopers in six enforcement squads along key interstate transportation routes including Interstates 15, 40, 17 and 10. In addition, the district includes the four-member Hazardous Materials Response Unit and the five-member Compliance Review Squad. The CVE South District deploys 26 Troopers in six squads along Interstates 8, 10 and 19. The District also includes the six-member State Regulated Vehicles Squad, which focuses on student transportation and five Troopers in the Drug Interdiction Squad and one in Human Trafficking.

ACVSP Troopers provide coverage seven days a week with shifts focusing on high collision areas and times. Targeted enforcement efforts include hazardous materials carriers, passenger carriers, and CMV's traveling through construction zones. In addition to the dedicated ACVSP personnel, AZDPS has 60 State Troopers who are trained to conduct commercial vehicle inspections at different levels. These Troopers join the ACVSP Districts in targeted enforcement operations and serve as a force multiplier that supports the public safety goals of the program. Troopers focus their efforts primarily on CMV enforcement with no more than 10% of reimbursed funding related to non-CMV traffic enforcement.

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

In 2018, the CMV enforcement unit of the AZDPS had 126 enforcement positions, and in the beginning of 2023, ACVSP has 88 enforcement positions. That 50% reduction in force means the unit has not met recent grant goals such as the number of Passenger Vehicle Inspections (PVI) targeted during the 2020-2022 grant period. COVID was a large contribution to the decrease in PVI inspections due to site closure. Since COVID, the PVI inspection sites have opened and PVI details have resumed. Part of the that recent reduction in personnel included moving the Hazmat unit out of CMV enforcement and into a primary Hazmat response remediation role in a different division. As of August of 2023, the Hazmat Unit has returned to ACVSP, increasing our enforcement positions changed. As we continue to recruit and bolster our enforcement positions, we have increased our overtime opportunities to ensure we not only keep our grant goals met but strive for a higher outcome in every area.

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

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

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

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

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

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

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

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

Projected Goals for FY 2023 - 2025

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2023 - 2025. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	40000	40200	40500
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	5000	5020	5040
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	4100	4150	4200
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	3000	3050	3080

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
83490	90	1750	85330	71167

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

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

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

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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	Full 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: Arizona Department of Transportation

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

Narrative Overview for FY 2023 - 2025

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

As of 10/1/2020 to present, Arizona meets all the requirements for Full Participation in ITD and PRISM through ADOT.

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

Program Activities for FY 2023 - 2025: 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.

As of 10/1/2020 to present, Arizona meets all the requirements for Full Participation in ITD and PRISM through ADOT.

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

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).

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

Part 2 Section 7 - Public Education and Outreach

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

Trend Analysis for 2017 - 2021

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

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

Narrative Overview for FY 2023 - 2025

Performance Objective: 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 safely 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.

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

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

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

restrained and distracted by cell phone use.

ACVSP Southern District continues to coordinate enforcement and outreach activities for the Human Trafficking Awareness Initiative. In 2023, ACVSP personnel incorporated the awareness initiative during roadside stops and during five outreach events along along Interstates 10 and 40 throughout the state, as well as inspections/talks at bus stations. Troopers handed out Truckers Against Trafficking (TAT) wallet cards and window decals containing resource information. More TAT wallet cards and window decals have already been issued to troopers to share for ongoing Human Trafficking Awareness.

Also, the free TAT smart phone app will be recommended for download. This comprehensive app educates users on the Human Trafficking Red Flags and allows users to report activity. The ACVSP will strategically deploy personnel at more locations during the 2024 Human Trafficking Awareness Initiative in 2024, including Ports of Entry and expanded roadside inspection awareness utilizing the TAT resources and building partnerships with various travel center managers.

Projected Goals for FY 2023 - 2025

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

			Performance Goals		
Yes	No	Activity Type	FY 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	25	30	35
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	2	4	6
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	4	6	8
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	10	15	20

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

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

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

Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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	No

Available data sources:

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

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

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

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

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2023 - 2025.

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

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

Data current as of 8/15/23

Narrative Overview for FY 2023 - 2025

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

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

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

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

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

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

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

For the purpose of this section:

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

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

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

Trend Analysis for 2017 - 2021

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

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

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

Narrative Overview for FY 2023 - 2025

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: [New Entrant website \(NEWS\)](#)

Date information retrieved from NEWS Dashboard to complete eCVSP	08/15/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	1681
Current Number of Past Dues	190

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

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

Projected Goals for FY 2023 - 2025

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

Projected Goals for FY 2023 - 2025 - New Entrant Safety Audits						
	FY 2023		FY 2024		FY 2025	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	150	0	200	0	250	0
# of Safety Audits (Offsite)	1250	0	1550	0	1750	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	1400	0	1750	0	2000	0
# of Non-Audit Resolutions	450	0	500	0	550	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.

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

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

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

The ADOT New Entrant program consists of a sworn supervisor/auditor, four sworn full-time officers/auditors, three civilian auditor and one customer service representative. The seven auditors are also certified to conduct commercial vehicle inspections. A thorough review of the New Entrant Unit has been conducted, including several meetings between AZDPS and ADOT partners, along with an AMS Mapping Project overseen by an ADOT LEAN coach.

Activity Plan for FY 2023 - 2025: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

Updated for FY2024

With the proposed increase in auditors to the program, ADOT expects to complete 1,400 interstate New Entrant safety audits within the required deadline. The New Entrant Program Manager will assign safety audits to the New Entrant staff using the New Entrant Web System (NEWS) – New Entrant Inventories, etc. The safety audit assignments will be made based on the carrier's priority due date. A weekly total of 5-6 carriers will be assigned to each of the New Entrant Program auditors. As the assignments are completed successfully, the New Entrant Program Manager will assign more carriers to maintain a consistent workload of 30-40 carriers per auditor. The New Entrant Program Manager will assure that staff members continue to complete required training and maintain appropriate certifications required to conduct New Entrant safety audits and CVSA roadside inspections. The New Entrant Manager will continue to Pre-Screen the audit inventory to identify motor carriers that do not require a New Entrant Audit. This Pre-Screen process has shown a 10-15% reduction in inventory to date.

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

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

Updated for FY2024

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

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

Currently the New Entrant Manager is reporting weekly audit inventory updates to the ADOT/AZDPS ACVSP command staff. ADOT will continue to complete a quarterly performance report and submit it to AZDPS for incorporation into the MCSAP quarterly PPR. ADOT has added requested to add additional personnel to help continue to meet their program requirement, goals and achieve them. Also, with the CVSP, we work together in Blended Patch details to conduct onsite audits and enforcement to carriers that are coming in and out of the state of Arizona.

Part 2 Section 10 - Border Enforcement

Please review the agency responsible for conducting Border Enforcement activities and your State's objectives, goals, strategies, activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

Trend Analysis for 2017 - 2021

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

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

Inspection Types	2018	2019	2020	2021	2022
Level 1: Full	1599	1609	1451	1345	1277
Level 2: Walk-Around	17624	16317	13070	9031	8291
Level 3: Driver-Only	4936	2991	5099	6080	7068
Level 4: Special Inspections	0	9	3	1	1
Level 5: Vehicle-Only	0	1	11	54	8
Level 6: Radioactive Materials	0	0	0	1	1
Total	24159	20927	19634	16512	16646

Narrative Overview for FY 2023 - 2025

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

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

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

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

Check all objectives that apply (minimum of 1):

☒ **Objective 1: International Motorcoach Inspections** - Facilitate the conducting of inspections of motorcoaches engaged in international commerce at bus stations, terminals, border crossings, maintenance facilities, destination locations, or other locations where a motor carrier may make a planned stop (excluding a weigh station). FMCSA encourages States to examine their previous years of data on international motorcoach activity and use that data

to establish reasonable goals that will result in an appropriate level of motorcoach-focused activities. States must justify the goals set and provide the data or data source references.



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



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

Projected Goals for FY 2023 - 2025

Summarize projected border enforcement activities in the table below.

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

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

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

Updated for FY2024

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

-

Objective 1: International Motorcoach Inspections:

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

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

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

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

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

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

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

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

Performance Measurement Plan: Describe how you will measure progress toward the performance objective goal, to include quantifiable and measurable outputs (work hours, carrier contacts, inspections, etc.) and in terms of performance outcomes. The measure must include specific benchmarks that can be reported on in the quarterly progress report, or as annual outcomes.**Updated for FY2024**

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

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

Part 3 - National Emphasis Areas and State Specific Objectives**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 2023 - 2025).

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

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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: 100.00%

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.

Part 3 Section 3 - Passenger Carrier Enforcement

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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.

Narrative Overview for FY 2023 - 2025

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

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

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

Projected Goals for FY 2023 - 2025: Enter the performance goal for the three-year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2023, 2024 and 2025 must also be included.

The FY2024 passenger carrier crash reduction goals are:

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

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

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

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

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

Part 3 Section 4 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2022 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2022 CVSP.

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

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

Part 3 Section 5 - State Specific Objectives – Future

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 2023 - 2025. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

During 2023, the AZDPS ACVSP Training Coordinator provided training to state inspectors covering the new hours of service regulations set forth from FMCSA. AZDPS will include additional training on this topic in the coming year(s) to ensure inspectors are familiar with and able to properly apply hours of service regulations. AZDPS is working on an addition to the AZDPS website to improve communication with certified inspectors as well as the commercial vehicle industry.

Narrative Overview for FY 2023 - 2025

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

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

Projected Goals for FY 2023 - 2025:

Enter performance goal.

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

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

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

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

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

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives and 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	\$15,731,666.00	\$827,982.00	\$16,559,648.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,483,947.00
MOE Baseline:	\$2,103,958.35

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):	\$2,483,947.00
---	----------------



Warning status

Overtime Costs budgeted must be equal to or less than 15% of the MCSAP Award (plus \$5 allowed.) Please adjust the spending plan to reflect the allowable amount: \$2,483,947.00. If additional overtime is needed, please provide justification for FMCSA review and approval in the narrative section.

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Trooper	33	95.0000	\$91,601.74	\$2,871,714.54	\$2,871,714.54	\$0.00	\$0.00
Admin. Service Manager	1	100.0000	\$92,558.54	\$92,558.54	\$92,558.54	\$0.00	\$0.00
Budget Coordinator	3	100.0000	\$78,294.94	\$234,884.82	\$234,884.82	\$0.00	\$0.00
Admin Assistant	6	100.0000	\$59,874.26	\$359,245.56	\$359,245.56	\$0.00	\$0.00
MATCH personnel see narrative	1	100.0000	\$460,964.69	\$460,964.69	\$0.00	\$460,964.69	\$0.00
Sworn Staff MOE	1	0.0000	\$1,223,416.44	\$0.00	\$0.00	\$0.00	\$1,223,416.44
Captain	2	100.0000	\$147,246.74	\$294,493.48	\$294,493.48	\$0.00	\$0.00
MATCH Personnel MOE	1	0.0000	\$661,171.59	\$0.00	\$0.00	\$0.00	\$661,171.59
Criminal Intelligence Analyst	1	100.0000	\$82,189.12	\$82,189.12	\$82,189.12	\$0.00	\$0.00
Temporary Duty (TDY) Sworn	2	95.0000	\$103,059.43	\$195,812.91	\$195,812.91	\$0.00	\$0.00
Major	1	100.0000	\$163,758.82	\$163,758.82	\$163,758.82	\$0.00	\$0.00
Sergeant	7	95.0000	\$114,517.10	\$761,538.71	\$761,538.71	\$0.00	\$0.00
Subtotal: Salary				\$5,517,161.19	\$5,056,196.50	\$460,964.69	\$1,884,588.03
Overtime Project Costs							
Criminal Intelligence Analyst	120	100.0000	\$59.27	\$7,112.40	\$7,112.40	\$0.00	\$0.00
Administrative Assistant	505	100.0000	\$43.18	\$21,805.90	\$21,805.90	\$0.00	\$0.00
Trooper	2641	100.0000	\$66.06	\$174,464.46	\$174,464.46	\$0.00	\$0.00
Other Certified Inspection Personnel	2880	100.0000	\$66.06	\$190,252.80	\$190,252.80	\$0.00	\$0.00
Sergeant	560	100.0000	\$82.58	\$46,244.80	\$46,244.80	\$0.00	\$0.00
Budget Coordinator	1560	100.0000	\$56.46	\$88,077.60	\$88,077.60	\$0.00	\$0.00
Training Overtime	3519	100.0000	\$74.32	\$261,532.08	\$261,532.08	\$0.00	\$0.00
Trooper Detail Overtime	22154	100.0000	\$66.06	\$1,463,493.24	\$1,463,493.24	\$0.00	\$0.00
Sergeant Detail Overtime	2522	100.0000	\$82.58	\$208,266.76	\$208,266.76	\$0.00	\$0.00
Coach Inspections	8252	100.0000	\$66.06	\$545,127.12	\$545,127.12	\$0.00	\$0.00
Subtotal: Overtime				\$3,006,377.16	\$3,006,377.16	\$0.00	\$0.00
TOTAL: Personnel				\$8,523,538.35	\$8,062,573.66	\$460,964.69	\$1,884,588.03
Accounting Method:	Cash						

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

PERSONNEL

ACVSP combines all the State's CVE assets and is responsible for all of its administrative processes independent of Department funded resources. As a result, ACVSP has had to increase the number of Administrative Assistants, Budget Coordinators as well as, adding a Criminal Intelligence Analyst for grant administrative and reporting support. The MCSAP Administration Section has a full-time employee who completes downloads of driver vehicle examination reports, crashes, and audits of previously listed data daily. These tasks and best practices will continue to ensure that AZDPS maintains an overall "good" SSDQ rating. MCSAP Administration also has a full-time employee who processes and maintains the DataQ system through the FMCSA Portal. The position is dedicated to communicating back and forth with the carrier, as well as internal to the sworn personnel who completed the inspection report. All findings and conclusions are submitting via the DataQ system. DataQ appeals are handled within AZDPS. ACVSP has a formal DataQ Board that consists of a Captain and other selected members of ACVSP. When we receive notification from a carrier that they would like their DataQ to go to further review, we then schedule a meeting for the board to review. Shortly after the meeting, we notify the carrier of the final findings.

The Budget Coordinators dedicate their full-time attention to budgeting, reconciling, auditing the funds for the MCSAP Grants, as well as drafting and reporting all the financial information to FMCSA. The Criminal Intelligence Analyst (CIA) obtains and reports all statistical data pertaining to commercial motor vehicles and the enforcement we conduct. Whether its collision reduction, seizures, detail statistics or information for grant formatting, the CIA, produces and presents that information for reporting. During 2020, an Administrative Service Manager (ASM) was added to the MCSAP Administration Section. The ASM's responsibilities include oversight of the MCSAP Program, managing the

Criminal Intelligence Analyst	120	\$59.2700	\$7,112.40
Administrative Assistants	505	\$43.1800	\$21,805.90
Trooper	2641	\$66.0600	\$174,464.46
Other Certified Inspection Personnel	2880	\$66.0600	\$190,252.80
Sergeant	560	\$82.5800	\$46,244.80
Budget Coordinator (ASO)	1560	\$56.4600	\$88,077.60
Training Overtime	3519	\$74.3200	\$261,532.08
Trooper Detail Overtime	22,154	\$66.0600	\$1,463,493.24
Sergeant Detail Overtime	2,568	\$82.5800	\$208,266.76
Coach Inspections	8,252	\$66.06	\$545,127.12

Expected MCSAP Overtime Salary
Reimbursement = \$3,029,058.62

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

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

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Sworn Staff	33.1660	95.0000	\$3,236,537.81	\$1,019,758.62	\$1,019,758.62	\$0.00	\$0.00
Professional Staff	23.5160	95.0000	\$312,916.86	\$69,906.25	\$69,906.25	\$0.00	\$0.00
Overtime Sworn	24.6660	100.0000	\$2,083,546.92	\$513,927.68	\$513,927.68	\$0.00	\$0.00
Overtime Civilian	23.5160	100.0000	\$116,909.54	\$27,492.44	\$27,492.44	\$0.00	\$0.00
MATCH Personnel -see narrative	100.0000	100.0000	\$152,879.02	\$152,879.02	\$0.00	\$152,879.02	\$0.00
MATCH Personnel MOE	100.0000	0.0000	\$219,284.17	\$0.00	\$0.00	\$0.00	\$219,284.17
Sworn Staff MOE	100.0000	0.0000	\$1,223,416.44	\$0.00	\$0.00	\$0.00	\$1,223,416.44
TOTAL: Fringe Benefits				\$1,783,964.01	\$1,631,084.99	\$152,879.02	\$1,442,700.61

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

Fringe benefits are a summation of the actual fringe benefits per employee (calculated to a percentage that is then applied to their regular salary.)

Sworn employee ERE percentages include: FICA/MEDICARE (7.650%), Retirement (19.98%), Worker's Compensation (2.566%), ASET (0.610%), Retirement Accumulated Sick Leave (0.400%), Long-Term Disability (1.960%). The total percentage equals 33.166%.

Civilian ERE percentages include: FICA/MEDICARE (7.650%), Retirement (12.14%), Worker's Compensation (2.566%), ASET (0.610%), Retirement Accumulated Sick Leave (0.40%), Long Term Disability (0.150%). The total percentage equals 23.516%.

The 5% match component for the FY2024 MCSAP grant is comprised of salary, fringe, and indirect costs. These funds remain segregated into a specific expense function code and are kept separate from other CMV staff and expenses. Additional funds budgeted after Match requirement is met will contribute to MOE.

Fringe benefits for overtime are charged at the Agency's Marginal ERE rate levels. Due to state changes in the pension system, there was a reduction from the previous year's rates until now.

Sworn employee ERE overtime rates include: FICA/MEDICARE (7.65%), Retirement (11.48%), Worker's Compensation (2.566%), ASET (0.61%), Retirement Accumulated Sick Leave (0.40%), and Long-Term Disability (1.96%). The total percentage equals 24.666%.

Civilian ERE overtime rates include: FICA/MEDICARE (7.65%), Retirement (12.14%), Worker's Compensation (2.566%), ASET (0.61%), Retirement Accumulated Sick Leave (0.40%), and Long-Term Disability (0.15%). The total percentage equals 23.516%.

Please see chart below, which reflects the prorated amounts at 95% in the sworn and professional staff categories.

Sworn Personnel	Total	Total Salary	Sworn Fringe Rate	FRINGE TOTAL COSTS
Sworn Personnel	33	\$3,236,537.81	33.1660%	\$1,073,430.13
TOTALS		\$3,236,537.81		\$1,073,430.13

Civilian Personnel	Total	Total Salary	Civilian Fringe Rate	FRINGE TOTAL COSTS
Administrative Services Manager	1	\$92,558.54	23.5160%	\$21,766.07
Budget Coordinator (ASO)	3	\$78,294.94	23.5160%	\$18,411.84
Administrative Assistant	6	\$59,874.26	23.5160%	\$14,080.03
Criminal Intelligence Analyst	1	\$82,189.12	23.5160%	\$19,327.59
TOTALS		\$312,916.86		\$73,585.53

Sworn Overtime	Total Hours	Total OT Hourly Rate	Total OT Cost	Sworn Fringe Rate	FRINGE TOTAL COSTS
Troopers	2640	\$66.06	\$174,398.40	24.6660%	\$42,842.84
Sergeants	560	\$82.58	\$46,244.80	24.6660%	\$11,400.00
Other Certified Inspectors	2880	\$66.06	\$190,252.80	24.6660%	\$46,944.00
Training	1480	\$74.32	\$109,993.60	24.6660%	\$27,000.00
Trooper Detail OT	21650	\$66.06	\$1,430,199.00	24.6660%	\$352,000.00
Sergeant Detail OT	1604	\$82.58	\$132,458.32	24.6660%	\$32,666.67
TOTALS					\$2,083,546.92

Civilian Overtime	Total Hours	Total OT Hourly Rate	Total OT Cost	Civilian Fringe Rate	FRINGE TOTAL COSTS
Budget Coordinator (ASO)	1560	\$56.46	\$88,077.60	23.5160%	\$20,711.84
Administrative Assistant	503	\$43.18	\$21,719.54	23.5160%	\$5,111.84
Criminal Intelligence Analyst	120	\$59.27	\$7,112.40	23.5160%	\$1,666.67
TOTALS			\$116,909.54		\$27,490.00

MATCH Personnel	Total	Total Salary	Fringe Rate	FRINGE TOTAL COSTS
Match Personnel	1	\$152,879.02	100.0000%	\$152,879.02
TOTALS		\$152,879.02		\$152,879.02

MATCH Personnel MOE	Total	Total Salary	Fringe Rate	FRINGE TOTAL COSTS
MATCH Personnel MOE	1	\$219,284.17	100.0000%	\$219,284.17
TOTALS		\$219,284.17		\$219,284.17

Sworn Staff MOE	Total	Total Salary	Fringe Rate	FRINGE TOTAL COSTS
Sworn Staff MOE	1	\$1,223,416.44	100.0000%	\$1,223,416.44
TOTALS		\$1,223,416.44		\$1,223,416.44

Expected MCSAP Fringe Reimbursement =**\$1,631,084.99**

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
Miscellaneous Operations	60	9	100.0000	\$32,880.00	\$32,880.00	\$0.00	\$0.00
Conference Registration See Narrative	19	0	100.0000	\$15,700.00	\$15,700.00	\$0.00	\$0.00
Routine Travel see Narrative	75	5	100.0000	\$65,000.00	\$65,000.00	\$0.00	\$0.00
CVSA Conferences	7	10	100.0000	\$29,492.00	\$29,492.00	\$0.00	\$0.00
CVSA IT Data Workshop	4	4	100.0000	\$7,748.00	\$7,748.00	\$0.00	\$0.00
MCSAP Related Training	22	5	100.0000	\$65,000.00	\$65,000.00	\$0.00	\$0.00
MCSAP Planning Meeting	7	4	100.0000	\$10,269.00	\$10,269.00	\$0.00	\$0.00
Operation Roadcheck	50	3	100.0000	\$64,640.00	\$64,640.00	\$0.00	\$0.00
MVCI Conference	6	5	100.0000	\$10,002.00	\$10,002.00	\$0.00	\$0.00
NAIC	2	5	100.0000	\$3,930.00	\$3,930.00	\$0.00	\$0.00
Interdiction and Human Trafficking Prevention Training Outreach	6	5	100.0000	\$55,000.00	\$55,000.00	\$0.00	\$0.00
COHMED	3	5	100.0000	\$7,095.00	\$7,095.00	\$0.00	\$0.00
Quarterly Administrative Grant Training/Conferences	4	4	100.0000	\$40,000.00	\$40,000.00	\$0.00	\$0.00
TOTAL: Travel				\$406,756.00	\$406,756.00	\$0.00	\$0.00

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

MISCELLANEOUS OPERATIONS

Operation Southern Shield involves CMV enforcement personnel within the agency. Travel expenses associated with this deployment total \$11,940. Approximately 40 sworn personnel participate in Southern Shield which is held in the Tucson area. Approximately 20 participants will be in travel status. Lodging is anticipated to be \$145 per night for 3 nights (\$435 per person - \$8,700). Meals/per diem is anticipated to be \$54 per person for 3 days (\$162 per person - \$3,240) for an approximated total of \$11,940.

Operation Full House involves CMV enforcement personnel within the agency. Travel expenses associated with this deployment total \$8,820. Approximately 40 sworn personnel participate in this operation, which is held at the Ehrenberg at the point of entry. Approximately 20 participants will be in travel status. Lodging is anticipated to be \$98 per night for 3 nights (\$294 per person - \$5,880). Meals/per diem is anticipated to be \$49 per person for 3 days (\$147 per person - \$2,940) for an approximated total of \$8,820.

Operation Level 3 involves CMV enforcement personnel within the agency. Travel expenses associated with this deployment total \$12,120. Approximately 40 sworn personnel participate in this operation, which is held in Northern Arizona. Approximately 20 participants will be in travel status. Lodging is anticipated to be \$138 per night for 3 nights (\$414 per person - \$8,280). Meals/per diem is anticipated to be \$64 per person for 3 days (\$192 per person - \$3,840) for an approximated total of \$12,120.

CONFERENCE REGISTRATION

Conference registration is \$700 per person, per conference. Seven personnel typically attend each conference due to some having respective committee board assignments and areas of interest. The total conference registration for the year is \$8,400. In addition to those seven personnel, we also send three administrative personnel and one trooper to the CVSA Technical Workshop with a \$700 registration fee for a total cost of \$2,800. The seven conference attendees cost \$375 each to register for CVSA (non-technical) Workshop, which is a total of \$2,250. The registration cost for the three conference attendees to the COHMED is \$750 each for a total of \$2,250. The total cost for all conference registration is budgeted for \$15,700.

ROUTINE TRAVEL

Routine travel expenses include lodging and meal allowances for personnel participating in enforcement details, compliance reviews, outreach events, travel related to training required to maintain trooper certification, as well as travel related to regional and national meetings. In addition to Operation Roadcheck, the agency conducts numerous "strike force" enforcement details involving most, if not all, personnel assigned to Commercial Vehicle Enforcement. A minimum of three of these enforcement mobilizations are conducted annually, which require travel expenses for 25 to 75 personnel participating. As part of the Department's CVSP, compliance reviews are conducted on intrastate carriers which require travel within the state for CR personnel. Regional and national meetings include Department CMV enforcement supervisor meetings, FMCSA/MCSAP related meetings. Troopers and supervisors/commanders are occasionally required to participate in routine training to maintain their certification as sworn DPS employees. This type of training includes qualifying shoots, rifle training, defensive tactics, fit testing, etc. and would only be expensed consistent with the agency's policy/practice for its personnel funded under State appropriations. Routine MCSAP-related travel expenses are estimated to be \$65,000 for FY2024. We have increased the amount of expenses for the enforcement details due to the Criminal Interdiction Unit conducting monthly details throughout the state.

The following table provides estimated expenses:

PUROPSE	ESTIMATED AMOUNTS
Enforcement Details	\$45,000
Compliance Reviews	\$5,000
Meetings (intra & interstate)	\$4,000
Trooper Certification Maintenance	\$9,000
Outreach Events	\$2,000
Total:	\$65,000

CVSA

The Department participates in the Commercial Vehicle Safety Alliance and has benefited from sending attendees to the CVSA bi-annual conferences. Travel to each Commercial Vehicle Safety Alliance Conference for **seven** personnel is approximately a total of \$29,492. This approximate total includes \$18,810 for air fare/transportation, \$3,570 for meals and incidentals, and \$7,112 for lodging. The majority of the **seven** personnel who attend are assigned to the following CVSA committees:

Committee Assignment

Region IV Representative

Enforcement and Industry Modernization

Driver and Traffic Enforcement Committee

Training Committee

Crash Data Analysis Committee

Vehicle Committee

Cargo Securement Harmonization

CVSA IT DATA WORKSHOP

The ACVSP sends three administrative and one sworn personnel to an annual CVSA Data Management, Quality and FMCSA Systems Training. The estimated expense for this includes lodging \$3,728, meals & incidentals \$1,220, Airfare \$2,800 to total \$7,748.

MCSAP RELATED TRAINING

The estimated cost for MCSAP related training is anticipate being \$65,000. While most training is conducted within the state, in some cases, training outside the state may be necessary. Estimated travel for twenty-eight new troopers to attend Level 1 training including meals and lodging is \$600 per person, for an approximate total of \$16,800. Cargo Tank and Other Bulk Packaging courses will be held with 7 troopers attending costing approximately \$600 each, for a total of \$4,200. There are an estimated two instructors per class with 15 scheduled classes (Level 1, Cargo Tank, OBP) at \$750 each, for an approximate total of \$22,500. Training conducted within the state, as scheduled by the CMV Training Coordinator, is conducted with Department trainers. Since the trainers instruct within the state, travel related funding is not reimbursed by the National Training Center (NTC), therefore, there's an anticipated \$2,252 to cover these expenses. Although it is not possible to predict training and costs that will come up throughout the life of the grant, or the exact number of troopers that will be available to attend each one, we estimate on average 4-8 troopers will attend each training with approximated costs totaling \$6,500 per training. These costs included airfare, lodging, meals & incidentals, and transportation.

Examples of vital continuing education seminars/symposium include, but are not limited to the following:

Human Trafficking Training Center Anti-Human Trafficking Training

April 18 - 19 2024, Salt Lake City, Utah

Highway Interdiction Training Specialists (HITS)

Multiple dates, Multiple Locations

Advanced Roadside Interview Techniques for Patrol Officers

Multiple dates, Oklahoma, New Hampshire, Texas, Indiana, Michigan

International Narcotics Interdiction Assoc. Narcotics Training Conference

May 12 - 16, 2024, New Orleans, Louisiana

North American Human Trafficking Conference

January 18 – 20, 2024, Myrtle Beach, South Carolina

Cooperative Hazardous Materials

January 22 - 26, 2024, Savannah, Georgia

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

MCSAP PLANNING MEETING

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

OPERATION ROADCHECK

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

MVCI CONFERENCE

We plan to send 6 troopers to the MVCI conference. Expenses include anticipated \$4,110 for lodging, \$1,656 for meals, and \$4,236 for airfare, for an approximated total of \$10,002. This training greatly assists our troopers who are assigned to conduct commercial vehicle enforcement inspections as well as roadside interdiction throughout the state. This training is essential to the troopers' understanding the use of commercial vehicles in conducting criminal activity, how CMV's are sometimes used in the illegal transportation of cargo, and the dangers associated with these criminal organizations. On average, 4-6 troopers will attend each training with approximated costs totaling \$6,500 per training. These costs include airfare, lodging, per diem and transportation.

NAIC CONFERENCE

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

INTERDICTION AND HUMAN TRAFFICKING PREVENTION TRAINING OUTREACH

Interdiction and Human Trafficking travel and training expenses are budgeted at \$55,000. Every Commercial Vehicle Enforcement trooper assigned to Interdiction and/or Human Trafficking are anticipated to attend three training classes per year. There are 5 employees assigned to Interdiction and 1 employee assigned to Human Trafficking as well as 1 additional employee that will be cross trained for future details. This helps to maintain their knowledge of new and emerging processes and procedures involved in the reduction of drug and human trafficking in the commercial vehicle industry. Expenses for each training include anticipated \$5,950 for airfare and related luggage fees, \$6,300 for lodging, \$2,240 for per diem, \$3,150 for registration, and \$693 for transportation.

COHMED

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

QUARTERLY ADMINISTRATIVE GRANT TRAINING/CONFERENCES

As we are continuously seeking to remain in compliance and knowledgeable on managing grants, an administrative training and/or conference is anticipated for 4 personnel to attend quarterly. The anticipated average cost per training is \$2,500 per person including meals, incidentals, and airfare to total \$40,000.

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
Backscatter Handheld X-Ray	2	\$46,700.00	100	\$93,400.00	\$93,400.00	\$0.00	\$0.00
LIDAR	4	\$6,355.00	95	\$24,149.00	\$24,149.00	\$0.00	\$0.00
Enforcement Vehicle Purchase and Buildup	15	\$95,000.00	95	\$1,353,750.00	\$1,353,750.00	\$0.00	\$0.00
License Plate Readers	2	\$20,000.00	95	\$38,000.00	\$38,000.00	\$0.00	\$0.00
Interdiction Equipment	1	\$20,000.00	100	\$20,000.00	\$20,000.00	\$0.00	\$0.00
TOTAL: Equipment				\$1,529,299.00	\$1,529,299.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

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

The Department plans on purchasing two portable X-Ray scanner to assist in its interdiction efforts. The approximate cost of each unit is \$46,700. The scanner will be used to facilitate criminal interdiction solely involving commercial vehicles. Portable X-Ray scanners save manpower by allowing Troopers to quickly search commercial vehicles without having to disassemble them. X-Ray photographs can be used to facilitate probable cause for search warrants and prove useful in evidentiary hearings for prosecution. Many of the Federal seizures made at the US/Mexico border are initiated by use of X-Ray technology. Commercial vehicles contain numerous areas frequently used by criminal organizations to bring contraband into the State. Many of these areas are difficult to access through disassembly (reefer units, trailer walls, drivelines etc.) Due to Arizona being a border state, the purchase of portable X-Ray scanners will allow Troopers to search more commercial vehicles, save manpower and time spent searching commercial vehicles and ultimately lead to an increase in the number of seizures made in commercial vehicles. Information gained during interdiction stops is shared with Federal and State partners.

AZDPS will be purchasing 4 LIDAR units for traffic enforcement at \$6,355 each. The lidar we provide to the CVE troopers are used for seatbelt and speed enforcement. CVE troopers are solely assigned to enforcement of commercial vehicle regulation, not Highway Patrol function and are used for the intended function.

A portion of the DPS MCSAP fleet is due for replacement with an average mileage of 143,000 miles. The Department will need to purchase fifteen vehicles (both gas and diesel trucks) for conducting MCSAP related enforcement and activities. The cost of the new prorated vehicles, including the prorated police equipment buildup at 95% is \$1,353,750 (estimating \$55,000 for the purchase of each vehicle and \$31,966 for the police package buildup for each vehicle and \$8,034 for unforeseen vendor, vehicle and equipment expenses prorated to \$90,250 per vehicle). Since the rise in pricing and services continues, we have taken inflation into account, unforeseen vendor changes or equipment changes that will be added in the future for vehicles, materials, and buildup services, as well as availability regarding the make and model we are able to choose from (\$8,034 per vehicle). The estimated buildup costs for converting these vehicles into viable police/CVE vehicles includes lights (\$11,997 per vehicle), sirens (\$422 per vehicle), communication equipment (\$1,955 per vehicle), containers, mounting for cargo and equipment for laptop computers for inspections (\$17,594 per vehicle).

ACVSP plans to purchase one (2) License Plate Reader to gather geodata and track commercial vehicles or persons involved in criminal activity related to commercial vehicle enforcement. We are budgeting \$40,000 for LPR cameras, accessories, and installation.

To meet the requirements of the re-established interdiction unit, the Arizona Commercial Vehicle Safety Partnership (ACVSP) unit would like to purchase interdiction equipment totaling \$20,000. Interdiction equipment/items include but are not limited to interdiction tools, systems and or supplies.

A time study was conducted, and all vehicles and equipment has been pro-rated to 95.99% (with the exception of Backscatter Handheld X-Ray and Interdiction Equipment which are both 100% used for MCSAP only).

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
Bulletproof Vests	15 each	\$1,000.00	95.9900	\$14,398.50	\$14,398.50	\$0.00	\$0.00
Covert Trackers Annual Airtime Subscription	2 each	\$480.00	100.0000	\$960.00	\$960.00	\$0.00	\$0.00
Rifle Replacement	3 each	\$1,150.00	95.9900	\$3,311.65	\$3,311.65	\$0.00	\$0.00
Handgun Replacement	3 each	\$500.00	95.9900	\$1,439.85	\$1,439.85	\$0.00	\$0.00
General Office Supplies	1 each	\$70,010.00	95.9900	\$67,202.59	\$67,202.59	\$0.00	\$0.00
RADAR	17 each	\$1,831.00	95.9900	\$29,878.80	\$29,878.80	\$0.00	\$0.00
Printer Cartridges	1 year	\$50,000.00	95.9900	\$47,995.00	\$47,995.00	\$0.00	\$0.00
Printers	60 each	\$280.00	95.9900	\$16,126.32	\$16,126.32	\$0.00	\$0.00
Computer Supplies	1 Lot	\$45,000.00	95.9900	\$43,195.50	\$43,195.50	\$0.00	\$0.00
Mobile Data Computers	50 each	\$3,000.00	95.9900	\$143,985.00	\$143,985.00	\$0.00	\$0.00
Inspection Supplies	1 Lot	\$70,000.00	100.0000	\$70,000.00	\$70,000.00	\$0.00	\$0.00
Docking Stations, MDC	50 each	\$650.00	95.9900	\$31,196.75	\$31,196.75	\$0.00	\$0.00
Soft Tokens	10 ea	\$41.40	95.9900	\$397.39	\$397.39	\$0.00	\$0.00
Ammunition	689 ea	\$75.00	95.9900	\$49,602.83	\$49,602.83	\$0.00	\$0.00
RDS Systems	10 each	\$800.00	95.9900	\$7,679.20	\$7,679.20	\$0.00	\$0.00
Laptop Computers	5 ea	\$1,500.00	95.9900	\$7,199.25	\$7,199.25	\$0.00	\$0.00
Office Furniture	1	\$5,000.00	95.9900	\$4,799.50	\$4,799.50	\$0.00	\$0.00
TOTAL: Supplies				\$539,368.13	\$539,368.13	\$0.00	\$0.00

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

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

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

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

General office supplies for the Department's CVE/MCSAP unit total \$70,010. This includes paper, paperclips, staples, pens, file folders, replacement/upgraded cell phones, organization items, office furniture, etc., as well as any toner and printer cartridges not specified below.

We plan to purchase seventeen (17) RADAR units for new vehicles at a cost of \$1,831 each (17 @ \$1,831=\$31,127).

The Department is budgeting \$50,000 for printer cartridges for printers used for CMV inspections and MCSAP related reports. These are for use by all sworn and professional staff in the Commercial Vehicle Enforcement unit.

Replacement printers (60 units), used for roadside inspections, will need to be purchased at a cost of approximately \$280 each. The sixty printers will be purchased for a total of \$16,800.

Computer supplies for MCSAP related activities total \$45,000, this includes but not limited to replacement hardware, software, cables, MDC/laptop carry cases, power inverters and related equipment.

A large portion of our Mobile Data Computers (MDC) were replaced in recent grant years, and they are subject to a three-year warranty. We're budgeting for 50 new MDCs to replace defective units and/or utilize while units are being repaired. The cost per unit is \$3,000 for a total of \$150,000.

Inspection related supplies include items such as creepers, brake chamber tools, wheel chocks, ladders, measuring devices, binoculars, flashlights, etc. Much of these purchases will be replacing current worn or unusable equipment. Total cost should not exceed \$70,000.

Our existing MDC docking stations break easily, and we'd been testing out a newer version. The newer version is slightly more durable, so we've budgeted to replace twenty docking stations with the newer, slightly more durable version in case of inevitable breakage. We've budgeted for fifty replacement docking stations at \$650 each for a total of \$32,500. Reference the computer replacement, this is our programs three-year replacement schedule. We moved to a three-year replacement back in 2016. We found with the strenuous use of the computers out in the field with extreme heat and other environmental hazards, that we would run the computers three years in conjunction with the manufactures warranty of the computers. This has been a great success to our program. I submitted a memo of understanding in 2016 and was approved by FMCSA.

We'll also be purchasing ten soft tokens for the troopers at \$41.44 each (10 @ \$41.44 = \$414.40).

The Department currently supplies ammunition to maintain proficiency with weapon systems and police certification, budgeting for a total of \$51,675.

The Department has changed the weapon platform for sworn employees and is implementing Red Dot Sights (RDS) to increase accuracy and situational awareness when using handguns. The change to the platform replaces Glock 17 generation five weapons with Glock generation 5 with a MOS system for weapon mounted optical sights. The cost set aside for RDS is \$8,000.

IT has determined that the useful life of laptops used for everyday business in the office is three years. The useful life for our current laptops is ending and each will need to be replaced. We will be purchasing 5 laptops for use at approximately \$1,500 each (5*\$1,500 = \$7,500). Total project costs is \$7,500.

Office furniture for MCSAP funded personnel will be purchased for a total of \$5,000.

A time study was conducted, and all supplies have been pro-rated to 95.99% (with the exception of Covert Trackers Annual Airtime Subscription and Inspection Supplies which are both 100% used for MCSAP only).

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
Copier services and purchase		Contract	100.0000	\$2,400.00	\$2,400.00	\$0.00	\$0.00
Description of Services: Copier Lease							
Arizona Department of Transportation	MSVMLAKEYJC5	Subrecipient	100.0000	\$1,549,635.00	\$1,472,153.00	\$77,482.00	\$0.00
Description of Services: New Entrant Subaward							
Arizona Department of Transportation	MSVMLAKEYJC5	Subrecipient	100.0000	\$447,560.00	\$424,004.00	\$23,556.00	\$0.00
Description of Services: Border Liaison Unit Subaward							
TOTAL: Contractual and Subaward				\$1,999,595.00	\$1,898,557.00	\$101,038.00	\$0.00

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

We have a current service agreement and lease for copiers. We estimate \$2,400 in maintenance and lease contracts for the two copiers used for MCSAP activities including estimated surcharges for contracted excess.

The New Entrant Program activities will be handled by a subgrantee, Arizona Department of Transportation (ADOT). Due to an increase in inspections and a backlog in New Entrant Safety Audits, the allocation for the New Entrant Program has increased. The Federal portion of their program will be \$1,472,153 and they've allocated \$77,482 ADOT funds for their portion of the required 5% MATCH. The total New Entrant Program cost is \$1,549,635.

Personnel Budget Narrative					
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Salary/Wage	Total Cost
1 New Entrant Program Manager	1	100	2,080	35.58	\$74,013
#1 Safety Auditor	1	100	2,080	31.96	\$66,484
#2 Safety Auditor	1	100	2,080	31.96	\$66,484
#3 Safety Auditor	1	100	2,080	32.27	\$67,130
#4 Safety Auditor	1	100	2,080	27.62	\$57,446
#5 Safety Auditor	1	100	2,080	22.05	\$45,863
#6 Safety Auditor	1	100	2,080	22.05	\$45,863
#7 Safety Auditor	1	100	2,080	32.43	\$67,455
#8 Customer Service Rep	1	50	1,040	23.56	\$24,503
Overtime					\$150,000
Total Cost for Personnel:					\$665,241
Federal Costs 95%					\$631,979
<p>Five Officers, Three Civilian Employees will work full-time, and One Civilian Customer Service Rep will work part time for the New Entrant Safety Assurance Program on eligible activities with a breakdown of the required units listed above. The hourly salary/wage data has been adjusted to reflect anticipated leave time normally taken by staff members throughout the fiscal year. Overtime funds are being requested to continue processing the number of audits listed in the New Entrant Inventory.</p> <p>The New Entrant Program Manager supervises activities of the project. The Manager spends time implementing this project, supervising staff, and conducting activities to meet the objectives of this project. Activities include: supervising daily operation of projects and staff, providing staff training/technical assistance, coordinating staff work schedule/assignments, ensuring data entry, tracking and following-up on procedures to meet quality assurance, tracking policy to ensure compliance and compiling required reports. Auditors conduct roadside inspections to fulfill reporting and certification requirements.</p>					

Fringe Benefits Budget Narrative				
Position	Rate	Base Amount	Total Cost	95% Federal Share

1 New Entrant Program Manager	49%	\$36,266	\$36,266	\$34,453
7 Safety Auditors	49%	\$204,195	\$204,195	\$193,985
1 Customer Service Rep	49%	\$12,006	\$12,006	\$11,406
Sub-Total Fringe Benefits			\$252,467	\$239,844
Fringe benefits are calculated at the applicable percentage rate as recognized by the cognizant agency. This rate is applied to the average hourly rate of staff salaries as listed above, with projected annual hours worked at 2,080 hours. Fringe benefits are a summation of the actual fringe benefits per employee and include Health Insurance, Life insurance, Disability, Retirement, FICA, Medicare, Unemployment Insurance and Workers Compensation.				

Travel Cost Budget Narrative				
Purpose	# of Staff	Method of Travel	# of Days	Total Cost
New Entrant Audits	8	Car	7	\$8,232
Out of State Training	1	Air	14	\$4,029
In-state Training	8	Car	3	\$3,528
CVSA Safety Inspections	8	Car	4	\$4,704
Total Cost for Travel:				\$20,493
Federal Costs 95%				\$19,468
<p>New Entrant Safety Assurance Program activities require that Auditors travel to Motor Carrier business terminals throughout the State of AZ. Many of these locations are beyond a daily commute distance from the Phoenix ADOT office and require overnight accommodations. It is impossible to anticipate an exact number of carriers which will become subject to the New Entrant Program and outside a daily commuting distance from the Phoenix area.</p> <p>New Entrant Safety Assurance Program activities require that each Auditor maintain current Commercial Vehicle Safety Alliance Inspector certifications by conducting 32 Level I commercial vehicle inspections, 8 motor coach Level I/V, 8 non-bulk hazardous materials Level I/II/V and 8 bulk hazardous materials Level I/II/V inspections during the Federal Fiscal Year. Auditors are only able to complete a small portion of the inspections during the course of Safety Audits; therefore, the majority of their inspections are obtained by participating in commercial vehicle enforcement details throughout the State of AZ. Many of these operations are not within a daily commuting distance from the Phoenix ADOT office and require overnight accommodations. Participation in these details is dependent upon the need for certification related inspections declared by the Auditor/Manager.</p> <p>New Entrant Safety Assurance Program activities require that each Auditor/Manager attend occasional training courses as dictated by FMCSA. This mandatory training provides the opportunity for auditors to maintain the needed knowledge, skills, and abilities to carry out the New Entrant Program objectives. This training is scheduled on an as-needed basis at various locations throughout the state. In addition, any departure of a New Entrant member would require the replacement employee to attend the 2-week NTC New Entrant Safety Auditor course for certification.</p> <p>Travel cost estimates are based on the following anticipated activities and associated data which includes updated 2023 in-state travel lodging and per diem allowances:</p>				

Safety Audits – 8 auditors - 7 days in travel status w/avg. daily lodging @\$98 and per diem @\$49 = \$8,232
CVSA Inspections 7 auditors – 4 days in travel status w/avg. daily lodging @\$98 and per diem @\$49 = \$4,116
CVSA Inspections 1 manager – 4 days in travel status w/avg. daily lodging @\$98 and per diem @\$49 = \$588
In-state Training – 7 auditors – 3 days in travel status w/avg. daily lodging @\$98 and per diem @\$49 = \$3,087
In-state Training – 1 manager – 3 days in travel status w/avg. daily lodging @\$98 and per diem @\$49 = \$441
Out of State Travel – 1 auditor – 14 days in travel status w/avg. daily lodging @\$175 and per diem @\$69 = \$3416 + \$613 air fare = \$4,029

Equipment Cost Budget Narrative

Item Name	# of Items	Cost per Item	Total Cost
New Vehicle Purchase	5	\$60,000	\$300,000
Total Cost for Equipment:			\$300,000
Federal Costs 95%			\$285,000
Given the New Entrant Program's vehicle usage history, the addition of 2 new auditors, it is projected that the current vehicles will not meet the state's useful life replacement policy until FFY 2024-2025. The New Entrant Program needs 5 new vehicles to be assigned to the Unit.			

Supplies Cost Budget Narrative

Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Cost
General Office Supplies	12	Month	\$250.00	\$3,000
Uniforms and Other Related Supplies	8	Auditor/Manager	\$386.66	\$3,093
Mobile Printers	2	Item	\$340.00	\$680
Laptop Computers with Peripherals	5	Item	\$5,000	\$25,000
Total Cost for Supplies:				\$31,773
Federal Costs 95%				\$30,184
General office supplies include paper, printer ink, etc. for a Program Manager, Administrative Assistant and seven Auditors. New Entrant Program supply related items are broken down into four sub-categories. The general office supplies category includes those items with which to support the New Entrant Program operations. The uniforms and other related supplies category relate to the maintenance of the New Entrant Auditors and Program Managers uniforms, required protective footwear, safety equipment, inspection supplies, regulatory manuals and other program related items. A separate category is included for three mobile printers for replacement purposes. Laptops purchased 5 years ago need to be refreshed with newer equipment to maintain the program objectives. The Auditors and Program Manager conduct CVSA Level 1 Inspections to maintain required CVSA certifications and to support the New Entrant Program Goals.				

Contractual Cost Budget Narrative	
Description of Services	Total Cost
Total Cost for Contractual:	\$0
No contractual related funding has been requested for FY 2024.	

Other Cost Budget Narrative				
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Cost
Laptop Air Card Service – 1 year	8	Item	\$500.00	\$4,000
Cellular Phone Service – 1 year	8	Item	\$683.33	\$5,467
Vehicle Maintenance/Mileage – 1 year	8	Item	\$3,000.00	\$24,000
Vehicle Fuel – 1 year	8	Item	\$3,333.00	\$26,664
Total Cost for Other:				\$60,131
Federal Costs 95%				\$57,124
<p>The New Entrant Program Manager and Auditors each utilize laptop computers during Safety Audits and CVSA Commercial Vehicle Inspections. Multiple online investigative systems are queried during these activities using cellular air card subscription services. Additionally, each unit is assigned a cellular device with which to maintain contact with Motor Carrier, Enforcement and Management Personnel during New Entrant Program Activities. The New Entrant Program Manager and Auditors each utilize a vehicle with which to travel to and from Safety Audit Locations, Inspection Details, required Training and attempts to contact/verify Motor Carrier Terminal Operations. Cellular and vehicle expenses are listed above.</p>				

Indirect Charges				
Position	Rate	Base Amount	Total Cost	95% Federal Share
1 Payroll Additive	33%	\$665,241	\$219,530	\$208,554
Indirect Charges			\$219,530	\$208,554

The Border Liaison Unit (BLU) activities will be handled by a subgrantee, Arizona Department of Transportation. The Federal portion of their program will be \$424,004 and they've allocated \$23,556 ADOT funds for their portion of the required 5% MATCH. The total BLU cost is \$447,560. The objective for this program is to improve customer service cross border, educate and share information, reduce commercial vehicle border crossing time, develop relationships, improve commercial vehicle safety and compliance, and aim to enhance established international communications with law enforcement counterparts.

FY24 Salary Change	FY24 Unit Costs	Category
337,107	285,000	Salaried & ERE Only (does not include ASRS, insurance costs, etc)
92,555	92,555	Insurance/ASRS & other Employee costs
1,000	669	OT
20,872	20,872	All Travel by Unit #
3,655	3,655	Wireless aircards
13,003	13,003	7227-Rental equipment
1,724	1,724	7229-Misc Rent
274	274	7256-Veh repair & maintenance
3,030	3,030	7311-Uniforms
1,694	1,694	7321-Office Supplies
105	105	7331-Computer Supplies
14,201	14,201	7361 - Fuel
450	450	7455-Conf Registration
43	43	7472-Printing
3,087	3,087	7511-Awards
7,000	7,000	7531-Dues (PISA)
200	200	7599-Misc Operating
500,000	447,560	

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 claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Salaries, Wages and Fringe (SWF)	14.33	\$6,604,626.89	\$946,443.03	\$833,342.74	\$113,100.29
TOTAL: Indirect Costs			\$946,443.03	\$833,342.74	\$113,100.29

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MOE Risk Management Premium	1 ea	\$48,600.00	0.0000	\$0.00	\$0.00	\$0.00	\$48,600.00
Postage	1 yearly	\$900.00	95.9900	\$863.91	\$863.91	\$0.00	\$0.00
Printing	1 yearly	\$29,011.53	100.0000	\$29,011.53	\$29,011.53	\$0.00	\$0.00
Training/Reg Books	850 each	\$60.00	100.0000	\$51,000.00	\$51,000.00	\$0.00	\$0.00
CVSA Decals	4 qtr	\$1,800.00	100.0000	\$7,200.00	\$7,200.00	\$0.00	\$0.00
Level II CVSA dues	1 each	\$19,400.00	100.0000	\$19,400.00	\$19,400.00	\$0.00	\$0.00
Fuel	12 Monthly	\$23,600.00	95.9900	\$271,843.68	\$271,843.68	\$0.00	\$0.00
Vehicle Maintenance	12 monthly	\$17,000.00	95.9900	\$195,819.60	\$195,819.60	\$0.00	\$0.00
Cell Phone Service	12 Month	\$5,112.00	95.9900	\$58,884.10	\$58,884.10	\$0.00	\$0.00
Air Card Service	12 monthly	\$6,701.00	95.9900	\$77,187.47	\$77,187.47	\$0.00	\$0.00
Inspection Seals	1 Year	\$2,700.00	100.0000	\$2,700.00	\$2,700.00	\$0.00	\$0.00
Risk Management Premium	1 each	\$119,400.00	95.9900	\$114,612.06	\$114,612.06	\$0.00	\$0.00
MOE Indirect Costs	1 ea	\$217,652.00	0.0000	\$0.00	\$0.00	\$0.00	\$217,652.00
Document Shredding	12 Monthly	\$180.00	100.0000	\$2,160.00	\$2,160.00	\$0.00	\$0.00
TOTAL: Other Costs				\$830,682.35	\$830,682.35	\$0.00	\$266,252.00

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

INDIRECT COSTS

An Indirect Cost Proposal is generated by the Arizona Department of Public Safety and approved by the Department's cognizant agency each Fiscal Year. Our cognizant agency is the U.S. Department of Justice. The State's cognizant agency is the Department of Health and Human Services, and they approve the Statewide Cost Allocation Plan (SWCAP), which is used to prepare the Indirect Cost Proposal by our agency prior to submission to the Department of Justice for review and approval. The Indirect Cost Rate Proposal is generally not available for several months past its effective start date, due to delays in state approval of the SWCAP. Oftentimes, this delay can take up to or beyond six months. We received an approved Indirect Cost Rate of 16.63% on June 9, 2022 for period ending 06/30/2021. The Indirect Cost Rate is applied to a base of salaries and fringe (ERE) and charged to our MCSAP grant along with the monthly salaries. The Indirect Cost Rate for July 1, 2023 thru June 30, 2024 is still awaiting calculation by our agency before being sent for approval to the U.S. Department of Justice. The Arizona Department of Administration has not yet produced an approved SWCAP to use in calculation. The line item figure reflected in the budget has been updated to the most recent approved rate of 16.63%. Upon receipt of an approved Indirect Cost Rate for a more current date range, we will submit a revised budget to the FMCSA. We have letter proposing a new IDC rate at 14.33%, which is attached in the documents section of the eCVSP. We are currently waiting to hear back from the Office of Justice Programs regarding the approval of our proposal.

OTHER EXPENSES

MOE Risk Management Premium is anticipated to cost \$48,600 (0% time on MCSAP grant).

For State Fiscal Year 2023 our average postage cost was \$420 for the year. We are budgeting \$900 for FY2024 estimated postage as rates have increased.

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

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

On average CVSA Decals and shipping cost the agency \$1,800 per quarter based on SFY2023 pricing. Total cost of CVSA decals is \$7,200 per year.

Level II CVSA membership dues have increased and now total \$19,400 for the year.

The Department purchases fuel in bulk at a reduced rate. This helps reduce the amount of funding requested. Fuel consumption used to perform MCSAP activities will be tracked by the Department and billed to the grant. Each vehicle that was purchased with MCSAP funds is assigned a fuel card and all fuel purchases specific to that vehicle are billed to the grant.

An itemized billing is provided every other month with fuel charges for MCSAP purchased vehicles listed. The average monthly MCSAP 2023 fuel cost was \$18,100. Due to rising fuel costs, the Department has increased monthly cost to \$23,600 to total an annual amount of \$283,200.

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

The Department is requesting \$136,071.57 for communication expenses. These expenses include \$58,884.10 for mobile phones for roadside inspectors (CMV troopers, sergeants, captains, professional staff) \$77,187.47 for air cards for transmitting inspections to SAFER and accessing FMCSA Portal (CMV troopers, sergeants, captain, professional staff). There was an increase in cell phone devices and users as well as updated monthly invoice tracking to provide more accurate reporting figures.

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

Risk Management insurance premiums per employee are calculated at a rate of \$2,240 for sworn and \$740 for civilian. Based on personnel assigned to MCSAP related activities, the Risk Management insurance premium is \$119,400. Risk Management insurance premiums are a direct expense and are not included in the calculation for Indirect Costs. Risk Management insurance is required by the Agency as all employees are required to be insured. Arizona is a self-insured state. There is a total of 50 sworn employees and 10 professional staff (civilian).

MOE Indirect Cost is anticipated to cost \$217,652 (0% time on MCSAP grant).

Document Shredding is estimated to cost \$180/ month. Annual total is \$2,160.

A time study was conducted, and all Other Expenses have been pro-rated to 95.99% (with the exception of Printing, Training/Reg Books, CVSA Decals, Level II CVSA Dues, Inspection Seals and Document Shredding which are all 100% used for MCSAP only).

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	\$15,731,666.00	\$827,982.00	\$16,559,648.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,483,947.00
MOE Baseline:	\$2,103,958.35

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Trooper	\$2,871,714.54	\$0.00	\$2,871,714.54	\$0.00
Admin. Service Manager	\$92,558.54	\$0.00	\$92,558.54	\$0.00
Budget Coordinator	\$234,884.82	\$0.00	\$234,884.82	\$0.00
Admin Assistant	\$359,245.56	\$0.00	\$359,245.56	\$0.00
MATCH personnel see narrative	\$0.00	\$460,964.69	\$460,964.69	\$0.00
Sworn Staff MOE	\$0.00	\$0.00	\$0.00	\$1,223,416.44
Captain	\$294,493.48	\$0.00	\$294,493.48	\$0.00
MATCH Personnel MOE	\$0.00	\$0.00	\$0.00	\$661,171.59
Criminal Intelligence Analyst	\$82,189.12	\$0.00	\$82,189.12	\$0.00
Temporary Duty (TDY) Sworn	\$195,812.91	\$0.00	\$195,812.91	\$0.00
Major	\$163,758.82	\$0.00	\$163,758.82	\$0.00
Sergeant	\$761,538.71	\$0.00	\$761,538.71	\$0.00
Salary Subtotal	\$5,056,196.50	\$460,964.69	\$5,517,161.19	\$1,884,588.03
Criminal Intelligence Analyst	\$7,112.40	\$0.00	\$7,112.40	\$0.00
Administrative Assistant	\$21,805.90	\$0.00	\$21,805.90	\$0.00
Trooper	\$174,464.46	\$0.00	\$174,464.46	\$0.00
Other Certified Inspection Personnel	\$190,252.80	\$0.00	\$190,252.80	\$0.00
Sergeant	\$46,244.80	\$0.00	\$46,244.80	\$0.00
Budget Coordinator	\$88,077.60	\$0.00	\$88,077.60	\$0.00
Training Overtime	\$261,532.08	\$0.00	\$261,532.08	\$0.00
Trooper Detail Overtime	\$1,463,493.24	\$0.00	\$1,463,493.24	\$0.00
Sergeant Detail Overtime	\$208,266.76	\$0.00	\$208,266.76	\$0.00
Coach Inspections	\$545,127.12	\$0.00	\$545,127.12	\$0.00
Overtime subtotal	\$3,006,377.16	\$0.00	\$3,006,377.16	\$0.00
Personnel total	\$8,062,573.66	\$460,964.69	\$8,523,538.35	\$1,884,588.03

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Sworn Staff	\$1,019,758.62	\$0.00	\$1,019,758.62	\$0.00
Professional Staff	\$69,906.25	\$0.00	\$69,906.25	\$0.00
Overtime Sworn	\$513,927.68	\$0.00	\$513,927.68	\$0.00
Overtime Civilian	\$27,492.44	\$0.00	\$27,492.44	\$0.00
MATCH Personnel -see narrative	\$0.00	\$152,879.02	\$152,879.02	\$0.00
MATCH Personnel MOE	\$0.00	\$0.00	\$0.00	\$219,284.17
Sworn Staff MOE	\$0.00	\$0.00	\$0.00	\$1,223,416.44
Fringe Benefits total	\$1,631,084.99	\$152,879.02	\$1,783,964.01	\$1,442,700.61

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Miscellaneous Operations	\$32,880.00	\$0.00	\$32,880.00	\$0.00
Conference Registration See Narrative	\$15,700.00	\$0.00	\$15,700.00	\$0.00
Routine Travel see Narrative	\$65,000.00	\$0.00	\$65,000.00	\$0.00
CVSA Conferences	\$29,492.00	\$0.00	\$29,492.00	\$0.00
CVSA IT Data Workshop	\$7,748.00	\$0.00	\$7,748.00	\$0.00
MCSAP Related Training	\$65,000.00	\$0.00	\$65,000.00	\$0.00
MCSAP Planning Meeting	\$10,269.00	\$0.00	\$10,269.00	\$0.00
Operation Roadcheck	\$64,640.00	\$0.00	\$64,640.00	\$0.00
MVCI Conference	\$10,002.00	\$0.00	\$10,002.00	\$0.00
NAIC	\$3,930.00	\$0.00	\$3,930.00	\$0.00
Interdiction and Human Trafficking Prevention Training Outreach	\$55,000.00	\$0.00	\$55,000.00	\$0.00
COHMED	\$7,095.00	\$0.00	\$7,095.00	\$0.00
Quarterly Administrative Grant Training/Conferences	\$40,000.00	\$0.00	\$40,000.00	\$0.00
Travel total	\$406,756.00	\$0.00	\$406,756.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Backscatter Handheld X-Ray	\$93,400.00	\$0.00	\$93,400.00	\$0.00
LIDAR	\$24,149.00	\$0.00	\$24,149.00	\$0.00
Enforcement Vehicle Purchase and Buildup	\$1,353,750.00	\$0.00	\$1,353,750.00	\$0.00
License Plate Readers	\$38,000.00	\$0.00	\$38,000.00	\$0.00
Interdiction Equipment	\$20,000.00	\$0.00	\$20,000.00	\$0.00
Equipment total	\$1,529,299.00	\$0.00	\$1,529,299.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Bulletproof Vests	\$14,398.50	\$0.00	\$14,398.50	\$0.00
Covert Trackers Annual Airtime Subscription	\$960.00	\$0.00	\$960.00	\$0.00
Rifle Replacement	\$3,311.65	\$0.00	\$3,311.65	\$0.00
Handgun Replacement	\$1,439.85	\$0.00	\$1,439.85	\$0.00
General Office Supplies	\$67,202.59	\$0.00	\$67,202.59	\$0.00
RADAR	\$29,878.80	\$0.00	\$29,878.80	\$0.00
Printer Cartridges	\$47,995.00	\$0.00	\$47,995.00	\$0.00
Printers	\$16,126.32	\$0.00	\$16,126.32	\$0.00
Computer Supplies	\$43,195.50	\$0.00	\$43,195.50	\$0.00
Mobile Data Computers	\$143,985.00	\$0.00	\$143,985.00	\$0.00
Inspection Supplies	\$70,000.00	\$0.00	\$70,000.00	\$0.00
Docking Stations, MDC	\$31,196.75	\$0.00	\$31,196.75	\$0.00
Soft Tokens	\$397.39	\$0.00	\$397.39	\$0.00
Ammunition	\$49,602.83	\$0.00	\$49,602.83	\$0.00
RDS Systems	\$7,679.20	\$0.00	\$7,679.20	\$0.00
Laptop Computers	\$7,199.25	\$0.00	\$7,199.25	\$0.00
Office Furniture	\$4,799.50	\$0.00	\$4,799.50	\$0.00
Supplies total	\$539,368.13	\$0.00	\$539,368.13	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Copier services and purchase	\$2,400.00	\$0.00	\$2,400.00	\$0.00
Arizona Department of Transportation	\$1,472,153.00	\$77,482.00	\$1,549,635.00	\$0.00
Arizona Department of Transportation	\$424,004.00	\$23,556.00	\$447,560.00	\$0.00
Contractual and Subaward total	\$1,898,557.00	\$101,038.00	\$1,999,595.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE Risk Management Premium	\$0.00	\$0.00	\$0.00	\$48,600.00
Postage	\$863.91	\$0.00	\$863.91	\$0.00
Printing	\$29,011.53	\$0.00	\$29,011.53	\$0.00
Training/Reg Books	\$51,000.00	\$0.00	\$51,000.00	\$0.00
CVSA Decals	\$7,200.00	\$0.00	\$7,200.00	\$0.00
Level II CVSA dues	\$19,400.00	\$0.00	\$19,400.00	\$0.00
Fuel	\$271,843.68	\$0.00	\$271,843.68	\$0.00
Vehicle Maintenance	\$195,819.60	\$0.00	\$195,819.60	\$0.00
Cell Phone Service	\$58,884.10	\$0.00	\$58,884.10	\$0.00
Air Card Service	\$77,187.47	\$0.00	\$77,187.47	\$0.00
Inspection Seals	\$2,700.00	\$0.00	\$2,700.00	\$0.00
Risk Management Premium	\$114,612.06	\$0.00	\$114,612.06	\$0.00
MOE Indirect Costs	\$0.00	\$0.00	\$0.00	\$217,652.00
Document Shredding	\$2,160.00	\$0.00	\$2,160.00	\$0.00
Other Costs total	\$830,682.35	\$0.00	\$830,682.35	\$266,252.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$14,898,321.13	\$714,881.71	\$15,613,202.84	\$3,593,540.64
Indirect Costs	\$833,342.74	\$113,100.29	\$946,443.03	NA
Total Costs Budgeted	\$15,731,663.87	\$827,982.00	\$16,559,645.87	\$3,593,540.64

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$15,731,666.00	\$827,982.00	\$16,559,648.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,483,947.00
MOE Baseline:	\$2,103,958.35



Warning status

Overtime Costs budgeted must be equal to or less than the 15% of the MCSAP Award (plus \$5 allowed). Please adjust the spending plan to reflect the allowable amount: \$2,483,947.00. If additional overtime is needed, please provide justification for FMCSA review and approval in the narrative section.

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$5,056,196.50	\$460,964.69	\$5,517,161.19	\$1,884,588.03
;;;Overtime Subtotal	\$3,006,377.16	\$0.00	\$3,006,377.16	\$0.00
Personnel Total	\$8,062,573.66	\$460,964.69	\$8,523,538.35	\$1,884,588.03
Fringe Benefits Total	\$1,631,084.99	\$152,879.02	\$1,783,964.01	\$1,442,700.61
Travel Total	\$406,756.00	\$0.00	\$406,756.00	\$0.00
Equipment Total	\$1,529,299.00	\$0.00	\$1,529,299.00	\$0.00
Supplies Total	\$539,368.13	\$0.00	\$539,368.13	\$0.00
Contractual and Subaward Total	\$1,898,557.00	\$101,038.00	\$1,999,595.00	\$0.00
Other Costs Total	\$830,682.35	\$0.00	\$830,682.35	\$266,252.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$14,898,321.13	\$714,881.71	\$15,613,202.84	\$3,593,540.64
Indirect Costs	\$833,342.74	\$113,100.29	\$946,443.03	NA
Total Costs Budgeted	\$15,731,663.87	\$827,982.00	\$16,559,645.87	\$3,593,540.64

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? Chris Hemmen
2. What is this person's title? Major
3. Who is your Governor's highway safety representative? J.M. "Jesse" Torrez
4. What is this person's title? Director

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

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

State Certification declaration:

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

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

Part 5 Section 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? Chris Hemmen
2. What is the title of your certifying State official? Major
3. What are the phone # and email address of your State official? chemmen@azdps.gov 602-223-5081

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

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

I, Chris Hemmen, certify that ARIZONA has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

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

Part 5 Section 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

DPS Employee Related Expenditures (EF)

Marginal ERE Rates (applied to each Personal Services dollar paid)

	Tier 1 & 2	Tier 3	Tier 1 & 2	Tier 3	Tier 1 & 2
	<u>FY 18</u>	<u>FY 18</u>	<u>FY 19</u>	<u>FY 19</u>	<u>FY 20</u>
PSPRS					
FICA/Medicare	7.650%	7.650%	7.650%	7.650%	7.650%
Retirement *	91.97%	80.02%	95.72%	85.83%	102.58%
Workers Comp. ^{1/}	2.367%	2.367%	2.367%	2.367%	2.372%
ASET Charge	0.200%	0.200%	0.200%	0.200%	0.430%
Sick Leave	0.400%	0.400%	0.400%	0.400%	0.400%
LTD	0.270%	0.270%	2.330%	2.330%	2.140%
Attorney General	0.000%	0.000%	0.000%	0.000%	0.000%
	<u>102.857%</u>	<u>90.907%</u>	<u>108.667%</u>	<u>98.777%</u>	<u>115.572%</u>

	<u>FY 18</u>	<u>FY 19</u>	<u>FY 20</u>
ASRS			
FICA/Medicare	7.650%	7.650%	7.650%
Retirement	11.34%	11.64%	11.94%
Workers Comp. ^{1/}	2.367%	2.367%	2.372%
ASET Charge	0.200%	0.200%	0.430%
Sick Leave	0.400%	0.400%	0.400%
LTD	0.160%	0.160%	0.170%
Attorney General	0.000%	0.000%	0.000%
	<u>22.117%</u>	<u>22.417%</u>	<u>22.962%</u>

CORP (Eligible Dispatchers)

FICA/Medicare	7.650%	7.650%	7.650%
Retirement	24.480%	40.160%	42.260%
Workers Comp. ^{1/}	2.367%	2.367%	2.372%
ASET Charge	0.200%	0.200%	0.430%
Sick Leave	0.400%	0.400%	0.400%
LTD	0.270%	0.320%	0.280%
Attorney General	0.000%	0.000%	0.000%
	<u>35.367%</u>	<u>51.097%</u>	<u>53.392%</u>

CORP (Detention Transport Officers)

FICA/Medicare	7.650%	7.650%	7.650%
Retirement	19.310%	29.220%	27.560%
Workers Comp. ^{1/}	2.367%	2.367%	2.372%
ASET Charge	0.200%	0.200%	0.430%
Sick Leave	0.400%	0.400%	0.400%
LTD	0.270%	0.320%	0.280%
Attorney General	0.000%	0.000%	0.000%
	<u>30.197%</u>	<u>40.157%</u>	<u>38.692%</u>

Average Fixed ERE (applied to each full-time employee--does not vary by salary or wages earned): \$16,

* Includes 5% employer pick-up for Tier 1 & 2 employees.

^{1/} Workers Compensation rate varies by job class. Most prevalent rate shown here.

^{2/} Updated for FY 2023

RE) Rates (NOT OFFICIAL)

Tier 3	Tier 1 & 2	Tier 3	Tier 1 & 2	Tier 3	Tier 1 & 2	Tier 3	Estimate Tier 1 & 2
<u>FY 20</u>	<u>FY 21</u>	<u>FY 21</u>	<u>FY 22</u>	<u>FY 22</u>	<u>FY 23</u>	<u>FY 23</u>	<u>FY 24</u>
7.650%	7.650%	7.650%	7.650%	7.650%	7.650%	7.650%	7.650%
93.13%	107.87%	99.04%	106.95%	99.22%	66.73%	58.74%	19.98%
2.372%	2.372%	2.372%	2.566%	2.566%	2.566%	2.566%	2.566%
0.200%	0.430%	0.430%	0.430%	0.430%	0.610%	0.610%	0.610%
0.400%	0.400%	0.400%	0.400%	0.400%	0.400%	0.400%	0.400%
2.140%	2.410%	2.410%	2.410%	2.410%	0.196%	0.196%	1.960%
0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
105.892%	121.132%	112.302%	120.406%	112.676%	78.152%	70.162%	33.166%
<u>FY 21</u>		<u>FY 22</u>		<u>FY 23</u>		<u>FY 24</u>	
7.650%		7.650%		7.650%		7.650%	
12.04%		12.22%		12.03%		12.14%	
2.372%		2.566%		2.566%		2.566%	
0.430%		0.430%		0.610%		0.610%	
0.400%		0.400%		0.400%		0.400%	
0.180%		0.190%		0.140%		0.150%	
0.000%		0.000%		0.000%		0.000%	
23.072%		23.456%		23.396%		23.516%	
7.650%		7.650%		7.650%		7.650%	
49.780%		71.440%		79.640%		5.280%	
2.372%		2.566%		2.566%		2.566%	
0.430%		0.430%		0.610%		0.610%	
0.400%		0.400%		0.400%		0.400%	
0.320%		0.320%		0.196%		0.196%	
0.000%		0.000%		0.000%		0.000%	
60.952%		82.806%		91.062%		16.702%	
7.650%		7.650%		7.650%		7.650%	
15.800%		25.960%		12.540%		7.270%	
2.372%		2.566%		2.566%		2.566%	
0.430%		0.430%		0.610%		0.610%	
0.400%		0.400%		0.400%		0.400%	
0.320%		0.320%		0.320%		0.320%	
0.000%		0.000%		0.000%		0.000%	
26.972%		37.326%		24.086%		18.816%	

Estimate

Tier 3

FY 24

7.650%

11.48%

2.566%

0.610%

0.400%

1.960%

0.000%

24.666%

Estimate



ARIZONA DEPARTMENT OF PUBLIC SAFETY

2102 WEST ENCANTO BLVD. P.O. BOX 6638 PHOENIX, ARIZONA 85005-6638 (602) 223-2000

"Courteous Vigilance"

DOUGLAS A. DUCEY HESTON SILBERT
Governor Director

October 26, 2023

Ms. Desma Robinson
U.S. Department of Justice OJP
Office of the Chief Financial Officer
Grants Financial Management
810 Seventh Street, NW
Washington, DC 20531

Dear Ms. Robinson:

Enclosed is the Arizona Department of Public Safety's indirect cost rate proposal of 14.33% for the fiscal year ending June 30, 2022 (FY 2022). The proposal is based on actual expenditures for the fiscal year July 1, 2019 through June 30, 2020.

The documents enclosed with this letter include: (1) the signed certification; (2) the department organizational chart and program statements; (3) the proposal worksheet; (4) the approved central services cost allocation plan for FY 2019 (the most recent available); (5) a copy of the department's official budget showing the FY 2020 actual expenditures (FY 2022 Appropriations Report, pages 313-321); (6) an expenditure summary schedule showing program and expense categories; (7) a copy of the website location and the cover of the state Single Audit report for FY 2020, which has been sent to the Federal Clearinghouse; and (8) a listing of the department's federal grants active in FY 2023.

This should give us an indirect cost rate for our fiscal year ending June 30, 2022. If additional information is needed, please contact me at (602) 223-2463 or at pcase@azdps.gov.

Sincerely,

A handwritten signature in blue ink that reads "Philip L. Case".

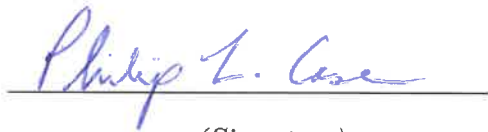
Philip L. Case
Budget Officer

enclosures

Certification

CERTIFICATION:

I hereby certify that the information contained in the Indirect Cost Proposal for the fiscal year ending June 30, 2022 is based on actual expenditures made in FY 2020 and is prepared in conformance with OMB Circular A-87 and the implementing instructions contained in the Guide OASC-10 published by the Department of Health and Human Services. I further certify: (1) that no costs other than those incurred by the grantee/contractor or allocated to the grantee/contractor via an approved central service cost allocation plan were included in its indirect cost pool as finally accepted, and that such incurred costs are legal obligation of the grantee/contractor and allowable under the governing costs principles, (2) that the same costs that have been treated as indirect costs have not been claimed as direct costs, (3) that similar types of costs have been accorded consistent accounting treatment, and (4) that the information provided by the grantee/contractor which was used as a basis for the acceptance of the rate(s) agreed to herein is not subsequently found to be materially inaccurate.


(Signature)

Philip L. Case
(Name)

Budget Officer
(Title)

Arizona
(Name of state or local government)

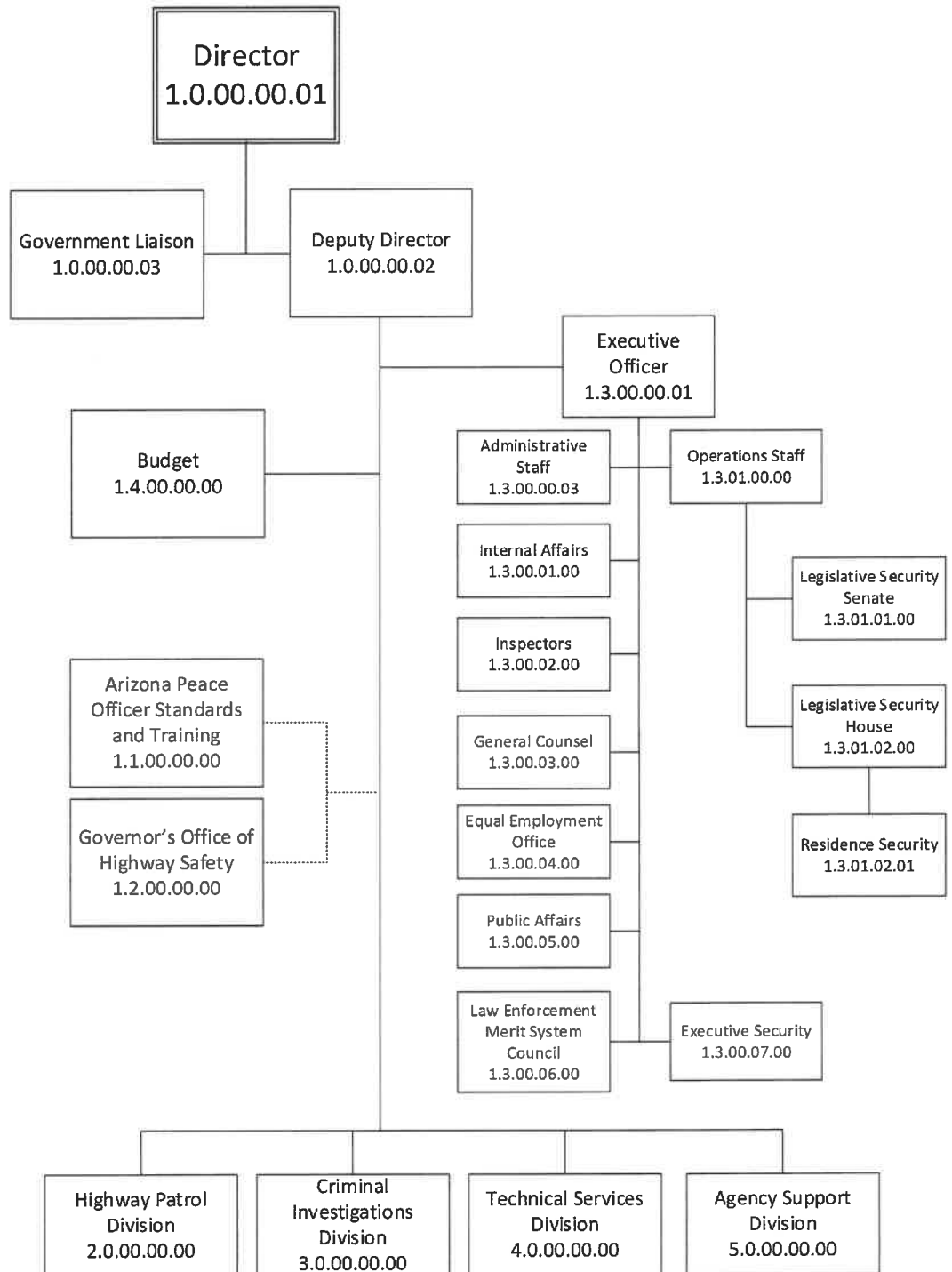
Department of Public Safety
(Department or Agency)

Department Programs



SUBJECT: **Organizational Structure, Office of the Director**
DATE: September 14, 2019
SUPERSEDES: GO 1.3.10, dated March 23, 2019

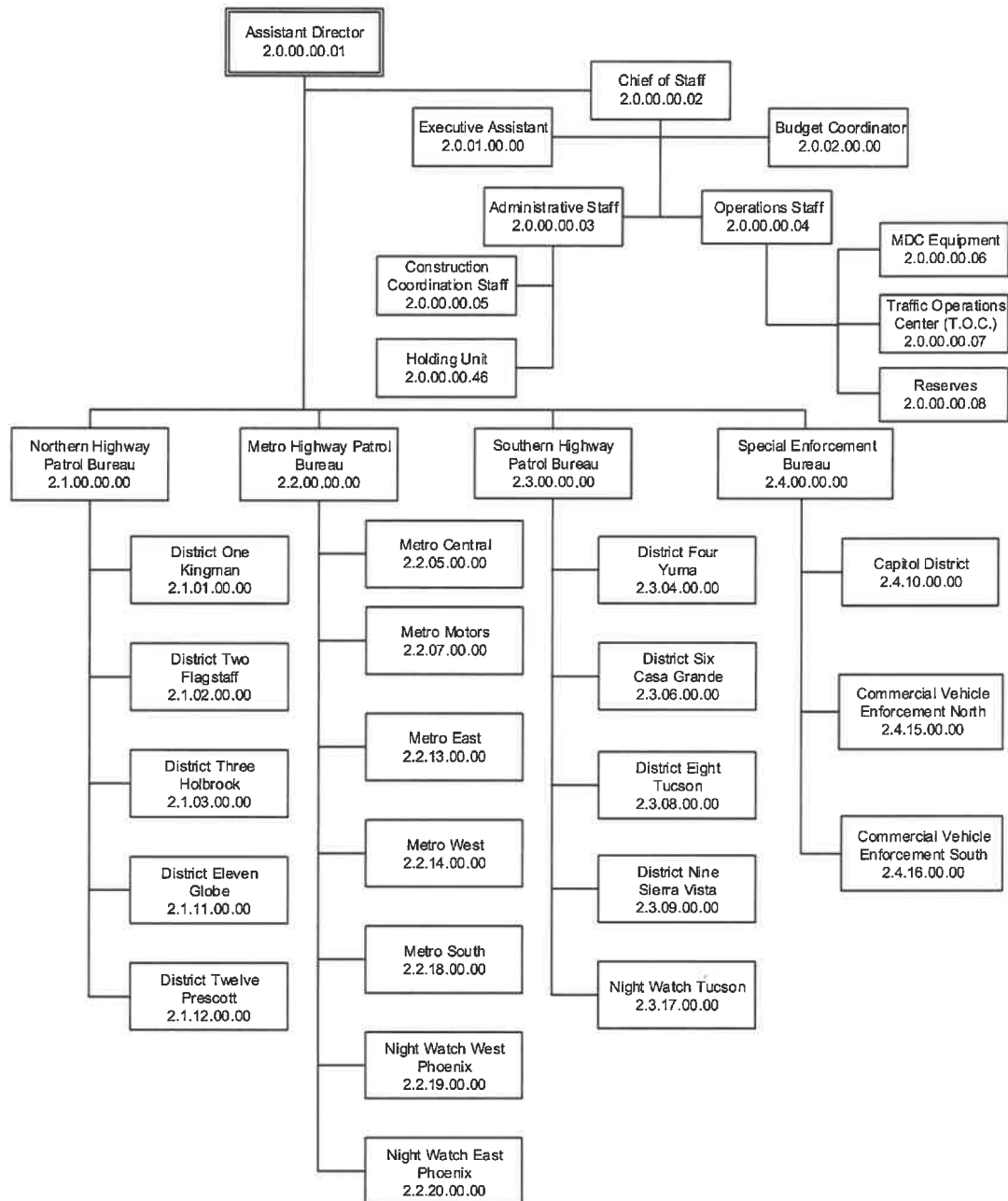
GENERAL
ORDER
NUMBER
1.3.10





SUBJECT: **Organizational Structure, Highway Patrol**
DATE: March 28, 2020
SUPERSEDES: GO 1.3.20, dated March 23, 2019

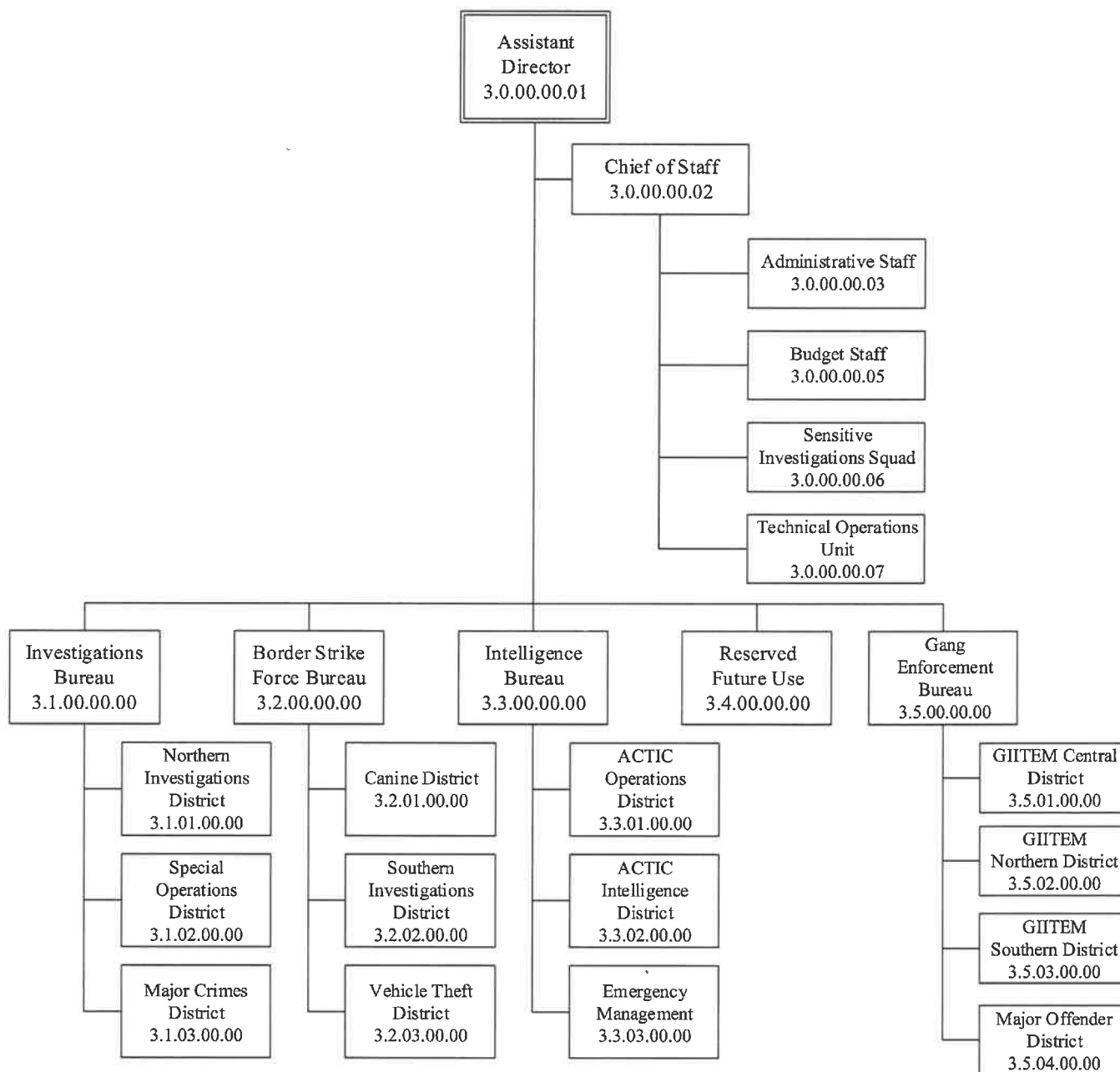
GENERAL
ORDER
NUMBER
1.3.20





SUBJECT: **Organizational Structure, Criminal Investigations**
DATE: March 28, 2020
SUPERSEDES: GO 1.3.30, dated September 14, 2019

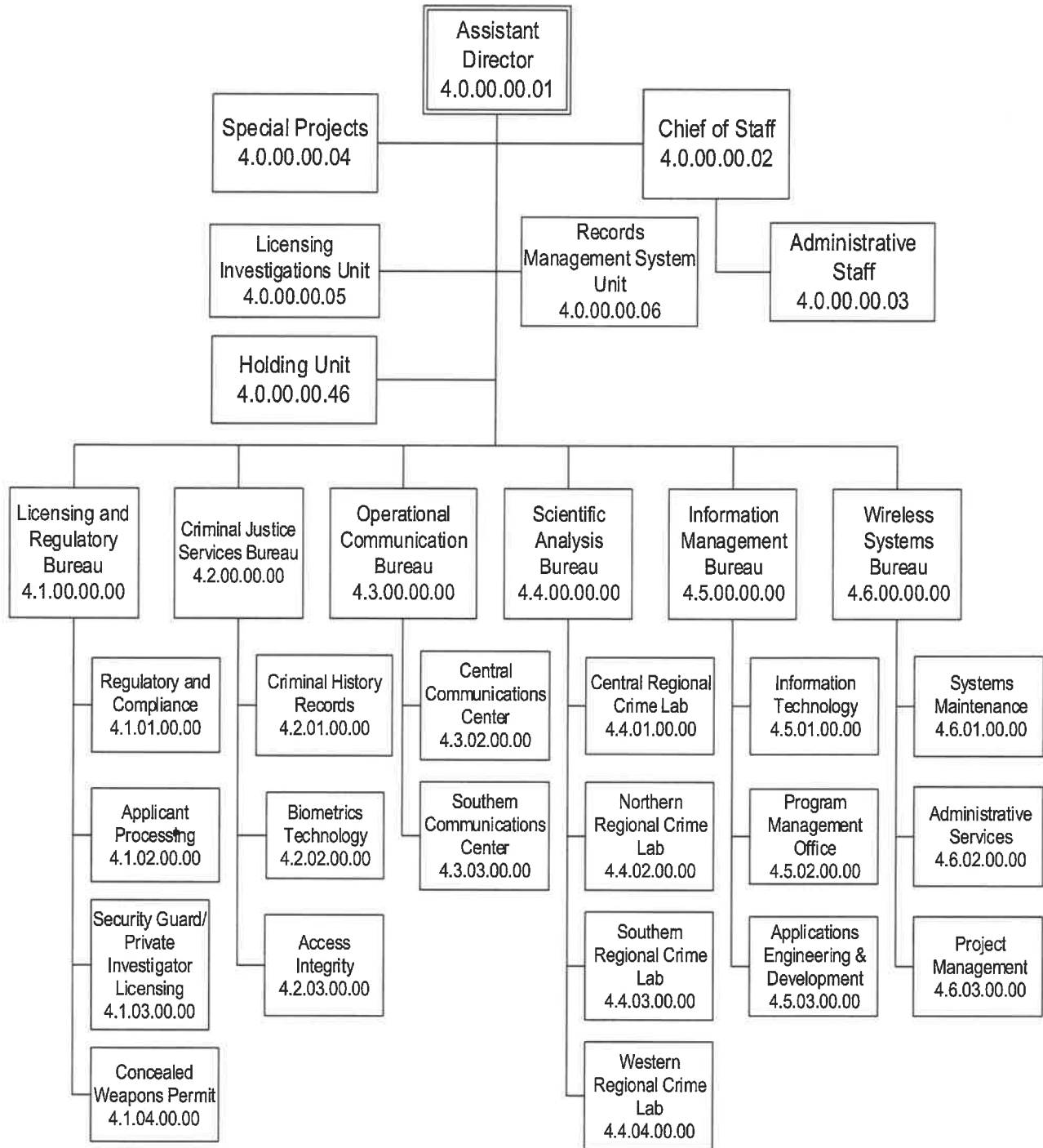
GENERAL
ORDER
NUMBER_
1.3.30





SUBJECT: **Organizational Structure, Technical Services**
DATE: March 28, 2020
SUPERSEDES: GO 1.3.40 dated March 23, 2019

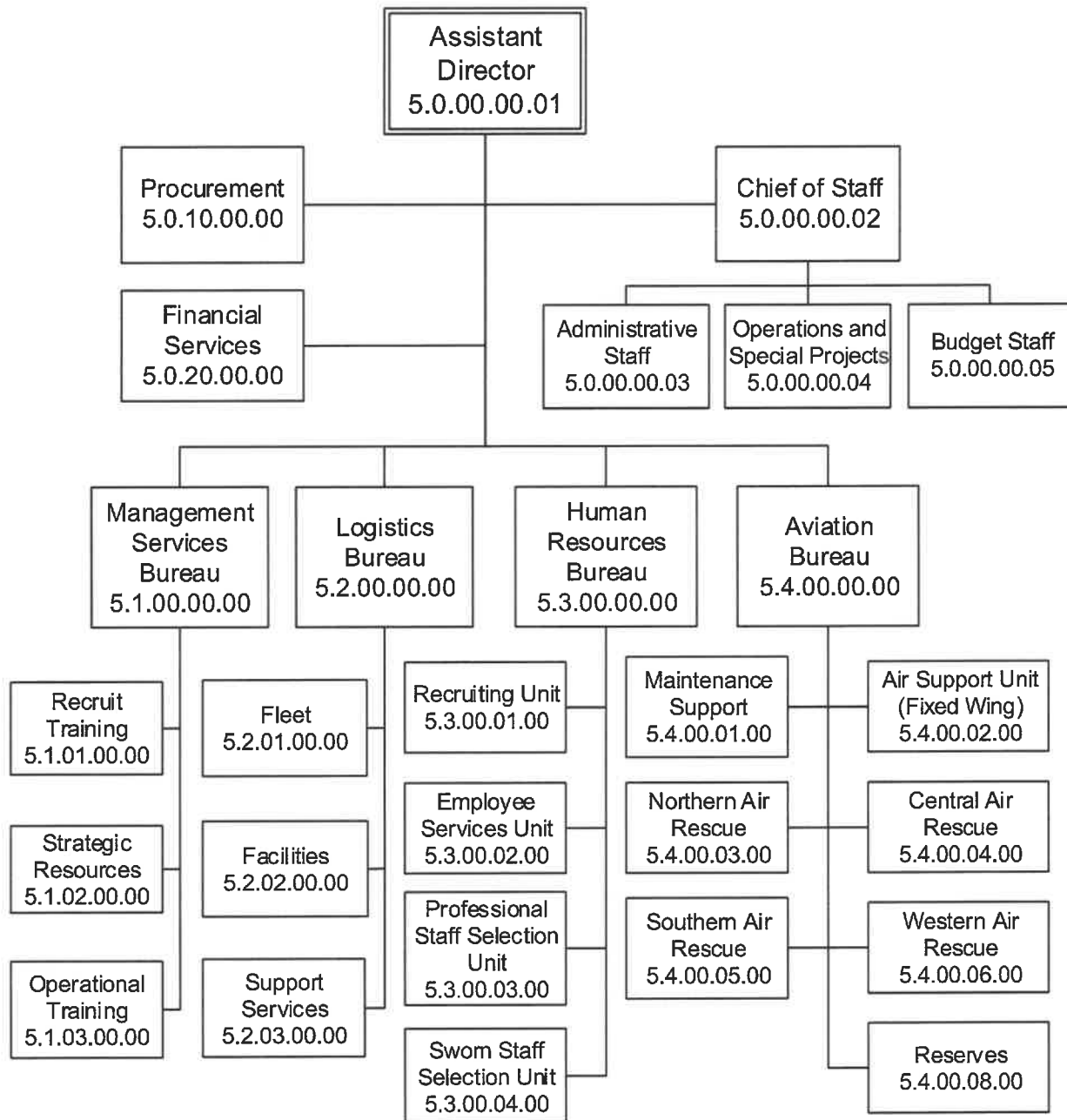
GENERAL
ORDER
NUMBER
1.3.40





SUBJECT: **Organizational Structure, Agency Support**
DATE: March 23, 2019
SUPERSEDES: GO 1.3.50, dated March 24, 2018

GENERAL
ORDER
NUMBER
1.3.50



Agency Summary**DEPARTMENT OF PUBLIC SAFETY**

Helston Silbert, Director
 Phone: (602) 223-2359
 A.R.S. §§41-1711 to 41-1794

Mission:

To protect human life and property by enforcing State laws, deterring criminal activity, and providing vital support to the State of Arizona and its citizens.

Description:

The Department of Public Safety (DPS) enforces State law with primary responsibility in the areas of traffic safety, criminal interdiction, narcotics, organized crime, auto theft, and regulatory functions. Services include homeland security, criminal intelligence, scientific analysis, air rescue, criminal information systems, training, and statewide communications. Operational and technical assistance is provided to local and State agencies and other components of the criminal justice community. The Department also promotes and enhances the quality of public safety through cooperative enforcement and community awareness programs.

Agency Summary: (\$ Thousands)

Program	<u>FY 2020 Actual</u>	<u>FY 2021 Estimate</u>	<u>FY 2022 Estimate</u>
➤ AGENCY SUPPORT	93,498.0	112,197.7	108,285.8
➤ HIGHWAY PATROL	168,092.3	171,643.7	173,870.7
➤ CRIMINAL INVESTIGATIONS	85,279.9	95,234.7	95,476.8
➤ TECHNICAL SERVICES	72,109.8	78,698.0	96,852.0
➤ ARIZONA PEACE OFFICER STANDARDS AND TRAINING	5,409.8	6,034.9	8,534.9
Agency Total:	424,389.8	463,809.0	483,020.2
Funding:	<u>FY 2020 Actual</u>	<u>FY 2021 Estimate</u>	<u>FY 2022 Estimate</u>
General Fund	71,923.0	91,138.0	261,387.5
Other Appropriated Funds	177,471.1	246,615.7	103,700.5
Other Non Appropriated Funds	174,995.7	126,055.3	117,932.2
Total Funding	424,389.8	463,809.0	483,020.2
FTE Positions	2,266.2	2,264.7	2,264.7

5 Year Plan

Issue 1 Cadet troopers and professional staff.

Description Achieving and maintaining an adequate and diverse workforce to keep pace with service demands and emerging public safety issues.

Solutions:

Strategic Plan Strategy #1, improve the recruitment of diverse cadet troopers and professional staff.

Issue 2 Tactical Diversion Unit

Description Arizona has an identified epidemic opioids abuse that is ruining lives, families, and the economic stability of the state.

Solutions:

Strategic Plan Strategy #1, detect and disrupt criminal activity by the tactical diversion unit focusing on the overprescribing or other illegal distribution of controlled substances, specifically opioids.

Issue 3 Aviation air rescue availability.

Description The Department seeks to provide more reliable air rescue services and criminal apprehension assistance to our law enforcement partners.

Solutions:

Strategic Plan Strategy #2, increase aviation availability for law enforcement and search and rescue missions.

Issue 4 Maintenance time frames of DPS vehicles.

Description The Department intends to reduce the preventative maintenance down times for DPS vehicles to make more efficient use of vehicles for patrol response and other mission needs.

Solutions:

Strategic Plan Strategy #2, reduce the percentage of the fleet in preventative maintenance to less than 3%.

Issue 5 ACJIS computerized database systems.

Description Antiquated computer systems and software hinder the Department's ability to provide efficient services to the public and other criminal justice agencies in the modern business environment.

Solutions:

Strategic Plan Strategy #2

By June 2021, fully implement a new platform for the Arizona Criminal Justice Information System (ACJIS) to replace the antiquated 30-year old mainframe.

Issue 6 Community Involvement.

Description The Department values its partnerships with the communities it serves and strives to address and understand the issues the community identifies.

Solutions:

Strategic Plan Strategy #4: Enhance community engagement by establishing a Community Advisory Board by June 30, 2021.

Issue 7 Trooper remote housing.

Description Outdated trooper remote duty housing negatively impacts trooper retention and quality of life for trooper families.

Solutions:

Strategic Plan Strategy #3, A3 Breakthrough: improve or replace identified outdated trooper housing where maintenance costs and efficiency losses exceeds the value of replacement.

Issue 8 Proliferation of wrong-way drivers.

Description The Department recognizes the serious, life-threatening hazards wrong-way drivers pose to innocent motorists, troopers, and themselves on Arizona's highways.

Solutions:

Strategic Plan Strategy #1, To improve public safety in Arizona by intercepting wrong-way drivers on Arizona's highways.

Issue 9 Administrative backlog reduction.

Description The Department has a back log of records that have not been purged according to state retention schedules.

Solutions:

Strategic Plan Strategy #2, Improve service delivery and value to internal and external customers.

Resource Assumptions

	FY2023 Estimate	FY2024 Estimate	FY2025 Estimate
Full-Time Equivalent Positions	2,310.0	2,356.0	2,403.0
General Fund	278,924.4	287,292.1	295,910.9
Other Appropriated Funds	108,356.5	111,607.2	114,955.4
Non-Appropriated Funds	43,404.2	44,706.3	46,047.5
Federal Funds	75,792.2	78,066.0	80,408.0

Program Summary

AGENCY SUPPORT

Daniel Lugo, Assistant Director

Phone: (602) 223-2348

A.R.S. § 41-1713

Mission:

To provide critical support assistance to the Arizona Department of Public Safety through management, training, air rescue and administrative services.

Description:

The Agency Support Division focuses on maintaining and supporting current and planned department operations by providing human resources services, management services (records, planning, asset forfeiture, safety and loss prevention), training, material resources (vehicles, supply/warehouse), facilities, aviation air rescue services, and the Phoenix Regional Police Academy.

Funding:

	<u>FY 2020 Actual</u>	<u>FY 2021 Estimate</u>	<u>FY 2022 Estimate</u>
General Fund	9,666.0	18,534.2	42,662.2
Other Appropriated Funds	26,894.0	26,597.3	3,962.6
Other Non Appropriated Funds	56,938.0	67,066.2	61,661.0
Total Funding	93,498.0	112,197.7	108,285.8
FTE Positions	220.0	220.0	220.0

◆ **Goal1** To improve public safety in Arizona.

Performance Measures	FY 2019 Actual	FY 2020 Estimate	FY 2020 Actual	FY 2021 Estimate	FY 2022 Estimate
Percentage of cadet troopers starting an academy class that meet diversity principles.	0	30	41.6	25	25
Number of recruiting activities attended/conducted.	0	12	23	12	12
Number of cadets starting a class.	0	150	129	150	150
Percentage diversity of current troopers.	0	0		11	11

Explanation: New for FY21.

Percentage diversity of current professional staff.	0	0		35	35
---	---	---	--	----	----

Explanation: New for FY21.

◆ **Goal2** To improve service delivery and value to internal and external customers.

Performance Measures	FY 2019 Actual	FY 2020 Estimate	FY 2020 Actual	FY 2021 Estimate	FY 2022 Estimate
Percentage of vehicles in preventative maintenance status.	0	0		15	15
Explanation: New for FY21.					
Percentage reduction of vehicles in preventative maintenance status.	0	0		1	1
Explanation: New for FY21.					
Remaining backlog count for FY21.	0	0		45,630	40,130
Explanation: New for FY21.					

◆ **Goal3** To invest in building highly engaged and valued employees.

Performance Measures	FY 2019 Actual	FY 2020 Estimate	FY 2020 Actual	FY 2021 Estimate	FY 2022 Estimate
Percentage of the eight identified trooper remote houses for FY2021 improved or replaced.	0	100	100	100	100
Explanation: AMS A3 Breaththrough.					

◆ **Goal4** To enhance community engagement.

Performance Measures	FY 2019 Actual	FY 2020 Estimate	FY 2020 Actual	FY 2021 Estimate	FY 2022 Estimate
Percentage of implementation of initiative milestones completed.	0	0	0	100	
Explanation: New for FY21.					

Program Summary

HIGHWAY PATROL

Jenna Mitchell, Assistant Director

Phone: (602) 223-2441

A.R.S. §§ 41-1711 et. seq.

Mission:

To ensure the safe and expeditious use of the highway transportation system for the public and to provide assistance to local and county law enforcement agencies. The Highway Patrol program additionally provides services and enforcement in commercial vehicle, tow truck, school bus enforcement, and safety programs for the Arizona Department of Public Safety.

Description:

The Highway Patrol program is comprised of Patrol and Commercial Vehicle Enforcement. The Aviation subprograms technically resides under the Agency Support Division due to a Department reorganization and will be updated by OSPB in next year's AZIPS. Patrol is aligned into three geographic regions: Northern, Central, and Southern bureaus. The Commercial Vehicle Enforcement subprogram is a statewide program administered centrally with satellite offices statewide.

This Program Contains the following Subprograms:

- ▶ Patrol
- ▶ Commercial Vehicle Enforcement
- ▶ Aviation

Funding:

	<u>FY 2020 Actual</u>	<u>FY 2021 Estimate</u>	<u>FY 2022 Estimate</u>
General Fund	23,766.2	23,700.0	135,206.2
Other Appropriated Funds	88,796.4	125,261.4	17,286.9
Other Non Appropriated Funds	55,529.7	22,682.3	21,377.6
Total Funding	168,092.3	171,643.7	173,870.7
FTE Positions	1,012.0	1,012.0	1,012.0

Subprogram Summary

PATROL

Jenna Mitchell, Assistant Director

Phone: (602) 223-2441

A.R.S. §§ 41-1711 et. seq.

Mission:

To ensure the safe and expeditious use of the highway transportation system for the public and to provide assistance to local and county law enforcement agencies.

Description:

Officers patrol state and federal highways and the Capitol Mall and enforce Arizona traffic, criminal, state, and federal laws, as well as commercial vehicle regulations. The Patrol additionally investigates traffic collisions; controls motor vehicle traffic; conducts criminal interdiction programs; makes criminal arrests; supports other law enforcement agencies; promotes traffic awareness and safety through public awareness programs; and provides specialized training to other criminal justice agencies.

Funding:	<u>FY 2020 Actual</u>	<u>FY 2021 Estimate</u>	<u>FY 2022 Estimate</u>
General Fund	17,766.2	15,000.0	118,287.6
Other Appropriated Funds	82,141.8	115,601.3	15,571.8
Other Non Appropriated Funds	38,796.8	6,868.7	6,868.7
Total Funding	138,704.8	137,470.0	140,728.1
FTE Positions	844.0	847.0	847.0

◆ **Goal1** To improve public safety in Arizona.

Performance Measures	<u>FY 2019 Actual</u>	<u>FY 2020 Estimate</u>	<u>FY 2020 Actual</u>	<u>FY 2021 Estimate</u>	<u>FY 2022 Estimate</u>
Number of highway fatalities.	300		285		
Explanation: Reporting only.					
Number of wrong way vehicles intercepted. Reporting only.	0	0			
Explanation: New for FY21. Reporting only.					
Number of wrong way drivers suspected of impairment contacted. Reporting only.	0	0			
Explanation: New for FY21. Reporting only.					

Subprogram Summary

COMMERCIAL VEHICLE ENFORCEMENT

Jenna Mitchell, Assistant Director
Phone: (602) 223-2441
A.R.S. §§ 41-1711 et. seq.

Mission:

To provide coordination for all law enforcement agencies statewide for commercial vehicle enforcement and to provide technical and essential services to the law enforcement community in the areas of commercial vehicle; tow truck; and pupil transportation safety and enforcement; and provide assistance and guidance on the safe handling of toxic waste in relation to transportation issues.

Description:

The Commercial Vehicle Enforcement subprogram is the primary commercial motor vehicle, tow truck, and school bus safety enforcement arm of the Department of Public Safety. DPS is the State's lead agency for the Federal Motor Carrier Safety Administration Motor Carrier Safety Assistance Program and is responsible for coordinating all enforcement of state and federal commercial vehicle statutes and regulations. The subprogram's responsibilities include: the training of personnel and assistance to local agencies that have specific problems with commercial motor vehicle law enforcement. Additionally, the subprogram provides for response to hazardous material incidents throughout the State involving accidental discharges of hazardous materials and trains personnel involved in this effort.

Funding:	<u>FY 2020 Actual</u>	<u>FY 2021 Estimate</u>	<u>FY 2022 Estimate</u>
General Fund	0.0	0.0	6,445.0
Other Appropriated Funds	5,422.9	8,160.1	1,715.1
Other Non Appropriated Funds	13,943.3	15,182.1	13,877.4
Total Funding	19,366.2	23,342.2	22,037.5
FTE Positions	109.0	106.0	106.0

Subprogram Summary**AVIATION**

Daniel Lugo, Assistant Director

Phone: (602) 223-2348

A.R.S. §§ 28-240, 41-1834

Mission:

To provide an immediate, 24-hour per day, statewide air support response capability for critical occurrences and emergency situations, to provide aerial and logistical support for law enforcement, highway safety, and traffic enforcement operations, and to provide transport services in support of governmental operations and critical administrative functions.

Description:

The Aviation subprogram is comprised of four air rescue helicopter units; a fixed-wing air support unit; an aircraft maintenance unit; and administrative staff. The air rescue units are strategically based around the State to provide the most efficient and effective service. The air support and aircraft maintenance units are based in Phoenix at Sky Harbor Airport. Services provided include: first responder emergency medical services; technical rescue operations; medical and disaster evacuation; search operations; aerial and logistical support for law enforcement; highway safety and traffic enforcement operations; and transport services in support of governmental operations and critical administrative functions. To accomplish its mission, the subprogram operates and maintains a fleet of five rotary-wing and four fixed-wing aircraft.

Funding:

	<u>FY 2020 Actual</u>	<u>FY 2021 Estimate</u>	<u>FY 2022 Estimate</u>
General Fund	6,000.0	8,700.0	10,473.6
Other Appropriated Funds	1,231.7	1,500.0	0.0
Other Non Appropriated Funds	2,789.6	631.5	631.5
Total Funding	10,021.3	10,831.5	11,105.1
FTE Positions	59.0	59.0	59.0

◆ **Goal 1** To improve service delivery and value to internal and external customers.

Performance Measures	FY 2019 Actual	FY 2020 Estimate	FY 2020 Actual	FY 2021 Estimate	FY 2022 Estimate
Percentage of aviation availability.	0	0	59.19	55	55

Program Summary

CRIMINAL INVESTIGATIONS

Deston Coleman Jr, Assistant Director

Phone: (602) 223-2452

A.R.S. §§ 41-1761 et. seq.

Mission:

To protect the public by deterring crime using proactive enforcement strategies, innovative and comprehensive investigative techniques, and utilizing effective and efficient resource allocation models.

Description:

The Criminal Investigations program provides investigative; specialized enforcement; and high risk response support to federal, state, and local criminal justice agencies. Services provided include: investigations regarding narcotic trafficking; organized crime; intelligence; vehicle theft, gangs; computer and financial crimes; opioid and prescription drug abuse; border intelligence; as well as major crime investigations when requested by other criminal justice agencies. The program provides specialized high risk response to acts of extraordinary violence and domestic preparedness incidents.

Funding:	<u>FY 2020 Actual</u>	<u>FY 2021 Estimate</u>	<u>FY 2022 Estimate</u>
General Fund	34,223.0	46,426.8	61,591.7
Other Appropriated Funds	21,869.1	37,516.0	22,900.9
Other Non Appropriated Funds	29,187.8	11,291.9	10,984.2
Total Funding	85,279.9	95,234.7	95,476.8
FTE Positions	454.2	451.7	451.7

◆ **Goal1** To improve public safety in Arizona.

Performance Measures	<u>FY 2019 Actual</u>	<u>FY 2020 Estimate</u>	<u>FY 2020 Actual</u>	<u>FY 2021 Estimate</u>	<u>FY 2022 Estimate</u>
Number of major investigations conducted by calendar quarter.	0	4	7	4	4

Program Summary

TECHNICAL SERVICES

Timothy E. Chung, Assistant Director
Phone: (602) 223-2812
A.R.S. §§ 41-1711, 41-1712, 41-1750

Mission:

To provide professional and effective scientific, technical, regulatory, and operational support to the Department of Public Safety, the criminal justice community, and the public.

Description:

The Technical Services program is responsible for developing and coordinating scientific, technical, regulatory, and support services essential to the promotion of public safety in Arizona. Special attention is given to providing scientific analysis and criminal justice support to Arizona's criminal justice agencies. The program further develops, operates, and maintains statewide data processing, fingerprint database, and electronic communications systems.

This Program Contains the following Subprograms:

- ▶ Scientific Analysis
- ▶ Communications and Information Technology
- ▶ Criminal Information and Licensing

Funding:

	<u>FY 2020 Actual</u>	<u>FY 2021 Estimate</u>	<u>FY 2022 Estimate</u>
General Fund	4,267.8	2,477.0	19,427.4
Other Appropriated Funds	38,884.3	57,241.0	59,550.1
Other Non Appropriated Funds	28,957.7	18,980.0	17,874.5
Total Funding	72,109.8	78,698.0	96,852.0
FTE Positions	556.0	556.0	556.0

Subprogram Summary

SCIENTIFIC ANALYSIS

Timothy E. Chung, Assistant Director
Phone: (602) 223-2812
A.R.S. §§ 41-1761 et. seq.

Mission:

To assist the Department, the Arizona criminal justice community, and the public in the timely investigation and adjudication of criminal cases by utilizing state-of-the-art analytical techniques, providing the most accurate scientific analysis of evidence, and presenting expert court testimony.

Description:

The Scientific Analysis subprogram provides scientific analysis of evidence, technical crime scene assistance, secure storage of evidentiary items, training, and expert testimony to all criminal justice agencies in the State. Scientific and technical services are provided in the areas of DNA; Serology; Toxicology (drugs and poisons in biological specimens); breath and blood alcohol; controlled substances (drugs); firearms and tool marks; footwear and tire tracks; trace evidence (explosives, arson, hairs, fibers, paint, glass, etc.); latent fingerprints, questioned documents; and photography.

Funding:	<u>FY 2020 Actual</u>	<u>FY 2021 Estimate</u>	<u>FY 2022 Estimate</u>
General Fund	0.0	0.0	1,180.9
Other Appropriated Funds	15,150.6	20,935.8	20,335.6
Other Non Appropriated Funds	5,772.1	1,464.1	835.4
Total Funding	20,922.7	22,399.9	22,351.9
FTE Positions	153.0	153.0	153.0

Subprogram Summary

COMMUNICATIONS AND INFORMATION TECHNOLOGY

Timothy E. Chung, Assistant Director
Phone: (602) 223-2812
A.R.S. §§ 41-1713, 41-1749

Mission:

To ensure trooper and public safety come first by giving assistance and information to the public; providing statewide radio dispatch services for the Department of Public Safety and other criminal justice agencies; and providing design, coordination, construction, and maintenance services for statewide radio, voice, and data telecommunications systems.

Description:

The Communications subprogram operates three dispatch centers located in Phoenix, Tucson, and Flagstaff to facilitate the flow of information and provide assistance to the public, Department of Public Safety troopers, and criminal justice agencies. In addition, this subprogram provides the infrastructure to support public safety services for state, county, and local governmental agencies. The subprogram also oversees the statewide Arizona Criminal Justice Information System (ACJIS) used by Arizona's law enforcement and criminal justice agencies.

Funding:	<u>FY 2020 Actual</u>	<u>FY 2021 Estimate</u>	<u>FY 2022 Estimate</u>
General Fund	1,261.8	1,262.0	16,492.9
Other Appropriated Funds	18,834.4	27,396.2	30,036.8
Other Non Appropriated Funds	7,536.6	3,217.0	3,217.0
Total Funding	27,632.8	31,875.2	49,746.7
FTE Positions	236.0	236.0	236.0

Subprogram Summary

CRIMINAL INFORMATION AND LICENSING

Timothy E. Chung, Assistant Director
Phone: (602) 223-2812
A.R.S. Titles 24, 26, 32, 41; §§ 41-1750, 41-2401 et. seq.

Mission:

To provide efficient and responsive criminal information and regulatory services to the criminal justice community and the public as mandated by federal and state law.

Description:

The Criminal Information and Licensing subprogram includes management of the Arizona central state repository of criminal history information and the statewide Arizona Automated Fingerprint Identification System (AZAFIS). It coordinates access for the Arizona Criminal Justice Information System (ACJIS) and administers the concealed weapons, sex offender registration and community notification compliance, and private investigation and security guard licensing programs. It provides training/certification and compliance monitoring for AZAFIS, the central state repository, background checks for private investigation licensing, security guard licensing, concealed carry permits, and other authorized private and government entities. Additionally this subprogram compiles and publishes the Arizona Uniform Crime Report.

Funding:	<u>FY 2020 Actual</u>	<u>FY 2021 Estimate</u>	<u>FY 2022 Estimate</u>
General Fund	3,006.0	1,215.0	1,753.6
Other Appropriated Funds	4,899.3	8,909.0	9,177.7
Other Non Appropriated Funds	15,649.0	14,298.9	13,822.1
Total Funding	23,554.3	24,422.9	24,753.4
FTE Positions	167.0	167.0	167.0

◆ **Goal1** To improve service delivery and value to internal and external customers.

Performance Measures	<u>FY 2019 Actual</u>	<u>FY 2020 Estimate</u>	<u>FY 2020 Actual</u>	<u>FY 2021 Estimate</u>	<u>FY 2022 Estimate</u>
Percentage of system replacement for FY2021.	0	68	69	100	

Explanation: Final year of two-year project.

Program Summary	
ARIZONA PEACE OFFICER STANDARDS AND TRAINING	
Matt Giordano, Executive Director	
Phone: (602) 774-9350	
A.R.S. §§ 41-1822 et. seq.	

Mission:

To foster public trust and confidence by establishing standards of integrity, competence, and professionalism for Arizona peace officers and correctional officers.

Description:

The Arizona Peace Officer Standards and Training Board (POST) is composed of thirteen members appointed by the Governor according to the provisions of A.R.S. § 41-1828.01. The program provides the following: funding for basic training academies; reimbursement for materials and supplies; continuing training for law enforcement officers (i.e., sponsorship, financial support, and actual delivery); development of standards for law enforcement officers (i.e., physical, educational, and proficiency skills); certification and decertification of law enforcement officers; and the development of standards for correctional officers.

Funding:	<u>FY 2020 Actual</u>	<u>FY 2021 Estimate</u>	<u>FY 2022 Estimate</u>
General Fund	0.0	0.0	2,500.0
Other Appropriated Funds	1,027.3	0.0	0.0
Other Non Appropriated Funds	4,382.5	6,034.9	6,034.9
Total Funding	5,409.8	6,034.9	8,534.9
FTE Positions	24.0	25.0	25.0

◆ **Goal1** To improve enforcement standards for selection of peace officers.

Performance Measures	<u>FY 2019 Actual</u>	<u>FY 2020 Estimate</u>	<u>FY 2020 Actual</u>	<u>FY 2021 Estimate</u>	<u>FY 2022 Estimate</u>
Average number of days to review and complete investigations.	105	125	93	125	125

◆ **Goal2** To improve in-service training.

Performance Measures	FY 2019 Actual	FY 2020 Estimate	FY 2020 Actual	FY 2021 Estimate	FY 2022 Estimate
Number of in-service programs presented by AZPOST.	42	75	54	75	75

Explanation: Covid-19 eliminated the ability to meet the FY20 target.

Proposal Worksheet

ARIZONA DEPARTMENT OF PUBLIC SAFETY
INDIRECT COST PROPOSAL
FISCAL YEAR 2019 - 2020

		<u>INDIRECT</u>		<u>COSTS</u>	<u>DIRECT</u>		<u>COSTS</u>	
Department/Division Title	Expenditures Not Allowed (Aid to Others, Capital Outlay, Equip & Transfers Out)	Personal Services & Benefits	Other Indirect Expenditures	Personal Services & Benefits	Other Direct Expenditures	Total Expenditures		
<u>Direct Departments</u>								
Criminal Investigations	2,972,600	0	0	24,274,000	2,012,400	29,259,000		
Highway Patrol	20,266,300	0	0	77,382,100	4,834,100	102,482,500		
Technical Services	5,375,300	3,398,300	4,094,100	21,832,200	8,452,200	43,152,100		
Governor's Office of Highway Safety	523,200	0	0	0	0	523,200		
Arizona Counter Terrorism Information Cente	22,400	0	0	0	1,241,400	1,263,800		
Border Strike Force Local Support	524,400	0	0	0	0	524,400		
Border Strike Force Ongoing	566,000	0	0	3,659,200	1,240,600	5,465,800		
Civil Air Patrol	75,000	0	0	0	0	75,000		
GIITEM	5,416,900	0	0	11,346,200	1,285,800	18,048,900		
GIITEM Subaccount	1,033,400	0	0	128,100	400	1,161,900		
Motor Vehicle Fuel	0	0	0	0	4,408,400	4,408,400		
Peace Officer Training Equipment	599,500	0	0	0	0	599,500		
Pharmaceutical Diversion Drug Theft T.F.	12,200	0	0	322,700	33,400	368,300		
Public Safety Equipment	2,848,400	0	0	0	0	2,848,400		
Subtotal	40,235,600	3,398,300	4,094,100	138,944,500	23,508,700	210,181,200		
<u>Indirect Departments</u>								
Agency Support Division	5,718,700	15,260,300	11,898,200 *	4,547,100	2,091,400	39,515,700		
Subtotal	5,718,700	15,260,300	11,898,200	4,547,100	2,091,400	39,515,700		
<u>Other Agencies Services</u>								
State Central Services	0	136,747	0	0	0	136,747		
TOTAL	45,954,300	18,795,347	15,992,300	143,491,600	25,600,100	249,833,647		
<u>Rate Calculation</u>								
Indirect Personal Services and Benefits		<u>18,795,347</u>	=	13.10%				
Direct Personal Services and Benefits		143,491,600						
<u>Notes:</u>								
* Pooled costs such as utilities, vehicle expenses, operating supplies								
This report is based on actual expenditures for the fiscal year July 1, 2019 to June 30, 2020.								

CARRY-FORWARD INDIRECT COST CALCULATION:

	FY 2020 FIXED CARRY FORWARD (FCF) rate:	12.65%	(a)
	FY 2020 Actual DIRECT COST Base:	143,491,600	(b)
	Carry Forward adjustment used in computing FY 2020 FCF Rate:	1,118,507	(c)
	FY 2020 Actual INDIRECT COSTS:	18,795,347	(d)
CARRY-FORWARD FORMULA:	Carry Forward (x) = (a * b) - c - d	<u>(1,762,166)</u>	(e)
RATE COMPUTATION:	FY 2020 Actual INDIRECT COSTS:	18,795,347	(d)
	Less: CARRY FORWARD Adjustment	<u>(1,762,166)</u>	(e)
	Total Indirect Costs	20,557,513	(d - e)
	FIXED CARRY FORWARD (FCF) rate for FY 2020:		
	$\frac{(d - e)}{(b)} = \frac{20,557,513}{143,491,600} =$		<div>14.33%</div>

Central Services

COST ALLOCATION AGREEMENT
STATE AND LOCAL GOVERNMENTS

STATE OF ARIZONA
100 N. 15th Avenue, Rm. 302
PHOENIX, AZ 85007

DATE: August 10, 2021
FILING REF.: The preceding
agreement was dated:

06/21/21 G16358

SECTION I: ALLOCATED COSTS

The central service costs listed in Exhibit A, attached, are approved on a fixed basis and may be included as part of the costs of the State/local departments and agencies indicated during your fiscal year ended June 30, 2019 for further allocation to Federal grants, contracts and other agreements performed at those departments and agencies.

SECTION II: BILLED COSTS

In addition to Section I, which provides for services furnished but not billed, the services listed below are furnished and billed to State/local departments and agencies.

A. Department of Administration

- 1) Arizona Strategic Enterprise Technology Division
 - Automation Service
 - Telecommunication Service
 - Strategic Transformation and Innovation
- 2) General Services Division
 - Motor Pool
 - Special Services (Reproduction, Mail and messenger, Central Supplies)
- 3) Human Resources Division
 - Personnel Fund
 - Health Insurance Trust Fund
- 4) Risk Management Division
 - Risk Management Fund
 - Unemployment Compensation
- 5) General Accounting Office
 - Arizona Financial Information Systems (AFIS) Collections Fund
(new service, effective July 1, 2016)

B. Department of Law - Interagency Services Agreement

C. Office of the Auditor General - Audit Services

D. Retirement Fund - ASRS

Direct charges from the above centers will be billed in accordance with rates established by the State and included in the records of the operating department/agency responsible for providing services.

STATE/LOCALITY: State of Arizona

AGREEMENT DATE: August 10, 2021

SECTION III: CONDITIONS

The amounts approved in Section I and the billings for the services listed in Section II are subject to the following conditions:

A. LIMITATIONS: (1) Charges resulting from this Agreement are subject to any statutory or administrative limitations and apply to a given grant, contract or other agreement only to the extent that funds are available. (2) Such charges represent costs incurred by the State/locality which are legal obligations of the State/locality and are allowable under Title 2 of the Code of Federal Regulations, Part 200 (2 CFR 200). (3) The same costs that are treated as indirect costs are not claimed as direct costs. (4) Similar types of costs are accorded consistent accounting treatment. (5) The information provided by the State/locality which was used to establish this Agreement is not later found to be materially incomplete or inaccurate.

B. ACCOUNTING CHANGES: This Agreement is based on the accounting system purported by the State/locality to be in effect during the Agreement period. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from use of this Agreement require prior approval of the authorized representative of the Cognizant Agency. Such changes include, but are not limited to, changes in the charging of a particular type of cost from allocated cost to a billed cost. Failure to obtain approval may result in cost disallowances.

C. FIXED AMOUNTS: If fixed amounts are approved in Section I of this Agreement, they are based on an estimate of the costs for the period covered by the Agreement. When the actual costs for this period are determined, adjustments will be made to the amounts of a future year to compensate for the difference between the costs used to establish the fixed amounts and actual costs.

D. BILLED COSTS: Charges for the services listed in Section II will be billed in accordance with rates established by the State/locality. These rates will be based on the estimated costs of providing the services. Adjustments for variances between billed costs and the actual allowable costs of providing the services, as defined by 2 CFR 200, will be made in accordance with procedures agreed to between the State/locality and the Cognizant Agency.

E. USE BY OTHER FEDERAL AGENCIES: This Agreement was executed in accordance with the authority in 2 CFR 200, and should be applied to grants, contracts and other agreements covered by 2 CFR 200, subject to any limitations in Paragraph A above. The state/locality may provide copies of the Agreement to other Federal Agencies to give them early notification of the Agreement.

BY THE STATE/LOCALITY:

STATE OF ARIZONA

(STATE/LOCALITY)

(SIGNATURE)

(NAME)

(TITLE)

(DATE)

BY THE COGNIZANT AGENCY

ON BEHALF OF THE FEDERAL GOVERNMENT:

DEPARTMENT OF HEALTH AND HUMAN SERVICES

(AGENCY)

Arif M. Karim -S

Digitally signed by Arif M. Karim -S
Date: 2021.08.12 08:00:30 -05'00'

(SIGNATURE)

Arif Karim

(NAME)

Director, Cost Allocation Services

(TITLE)

August 10, 2021

(DATE)

HHS Representative: Karen Wong

Telephone: (415) 437-7820

STATE OF ARIZONA STATEWIDE COST ALLOCATION PLAN (SWCAP)
SUMMARY OF FIXED CENTRAL SERVICE COSTS FOR THE FISCAL YEAR ENDING JUNE 30, 2019

AGENCY	GOVERNOR'S OFFICE		SOS	TREASURER	DEPARTMENT OF ADMINISTRATION (ADOA)					TOTAL ALLOCATED COSTS
	OSPB	Equal Opportunity	Public Records	State Treasurer	General Accounting Office	State Procurement Office	Risk Management Division	Mail Room	Occupancy	
Attorney General	26,150	2,888	87,834	(2,639)	(17,089)	(18,067)	375	824	2,265,005	2,345,281
Arizona Commerce Authority	1,790	-	1,416	(6)	(126)	-	18	-	-	3,092
Department of Housing	8,839	195	5,782	(1,102)	(21,058)	(22)	(11)	5,589	301,110	299,320
Office of the Governor	299	235	3,337	(586)	(5,546)	(15,644)	(55)	242	824,454	806,736
Homeland Security	2,279	68	-	(160)	(914)	(104)	(13)	166	148,884	150,206
Secretary of State (SOS)	(3,776)	723	9,688	(886)	(3,274)	(8,639)	500	21,548	2,218,955	2,234,850
Supreme Court	-	875	12,536	(3,498)	(10,173)	(1,302)	79	39	2,797,841	2,796,396
Arizona Health Care Cost Containment System	86,478	12,019	10,675	(2,506)	346,099	(20,326)	(704)	-	6,417	438,152
Department of Economic Security	27,213	22,486	(435)	(58,601)	7,416	(71,726)	766	627	2,465,272	2,393,018
Department of Child Safety	47,411	16,418	54,847	1,766	844,682	(43,498)	773	-	664,963	1,387,352
Department of Environmental Quality	29,470	1,570	8,132	(2,221)	(96,617)	(42,473)	262	15	1,912,717	1,810,858
Department of Health Services	35,046	4,562	13,213	(7,877)	(76,680)	(27,998)	(617)	3,676	3,525,105	3,468,451
Comm for the Deaf & the Hard of Hearing	5,564	73	-	(127)	1,497	(112)	(1)	644	151,871	159,411
Water Infrastructure Finance Authority	(1,529)	(76)	333	(184)	(3,111)	(127)	8	40	71,383	66,738
Veterans' Services	4,824	2,567	15	(1,931)	12,980	(26,856)	(859)	-	-	(9,259)
Department of Agriculture	33,915	1,148	1,177	(1,125)	5,879	(1,212)	(4)	6,633	830,071	876,480
Dept of Building & Fire Safety	(3,758)	(274)	269	(239)	(4,652)	(357)	(94)	(2)	144,887	135,781
Corporation Commission	(8,122)	1,488	23,752	(1,243)	(381)	(9,741)	786	48	666,911	673,478
Industrial Commission	8,899	1,149	1,689	(1,231)	47,750	(1,753)	(129)	-	-	56,374
State Mine Inspector	955	68	201	(143)	(293)	(104)	(134)	747	76,549	77,846
Radiation Regulatory Agency	(5,584)	174	713	(268)	(678)	(249)	13	4	-	(5,875)
Board of Nursing	(3,912)	206	7,202	(414)	(3,596)	(4,968)	2	1,898	-	(3,583)
Structural Pest Control Commission	(2,120)	(171)	-	(229)	(2,139)	(223)	(43)	(1,029)	55,162	49,206
Department of Liquor Licenses and Control	6,911	220	16	(244)	(1,112)	(336)	(40)	1,549	17,717	24,681
Department of Insurance	(1,706)	249	8,017	(608)	(4,327)	(5,328)	(2)	8,900	284,444	289,639
State Board of Pharmacy	10,995	88	-	(201)	(4,424)	(2,472)	19	1,983	81,668	87,654
AZ Commission on the Arts	2,372	-	-	(113)	188	-	(2)	-	41,206	43,651
School for the Deaf and the Blind	(8,297)	2,640	-	(3,296)	23,018	(27,498)	(166)	-	-	(13,599)
Department of Education	65,502	816	6,107	(4,727)	(30,952)	(3,255)	(950)	160	605,611	638,311
Board of Regents	8,233	126	85	(20)	(12)	(183)	(12)	-	-	8,208
Arizona State University	20,784	-	(694)	(4)	56,857	(53,072)	7,585	-	-	31,456
Northern Arizona University	(1,407)	-	988	(4)	(79)	(15,310)	1,979	-	-	(13,832)
University of Arizona	2,970	-	-	(7)	30,777	(47,979)	14,553	-	-	313
School Facilities Board	22,140	83	2,454	(135)	239	(127)	33	(12)	117,887	142,362
Arizona Historical Society	2,951	306	-	(384)	(1,686)	(483)	29	(1)	109,751	110,484
Early Childhood Development & Health Board	3,154	-	-	(920)	(9,713)	(42,592)	199	671	-	(49,201)
Commission for Postsecondary Education	(999)	24	23,891	(69)	(978)	(37)	3	69	-	21,904
Department of Corrections	68,698	46,573	139,137	(35,564)	174,280	(111,028)	5,268	826	954,995	1,243,183
AZ Criminal Justice Commission	2,174	44	329	(409)	(2,472)	(67)	2	25	122,962	122,587
Dept of Emergency Svcs & Military Affairs	(12,337)	345	-	(2,771)	7,859	(40,587)	552	1	17,090	(29,848)
Department of Public Safety	91,638	9,711	9,416	(8,520)	78,239	(42,900)	(837)	-	-	136,747
Governor's Office of Highway Safety	1,888	54	-	(322)	(2,657)	(82)	-	-	-	(1,109)
Juvenile Corrections	116	3,602	1,418	(2,291)	1,909	(45,573)	(521)	(1)	226,049	184,709
Auto Theft Authority	4,187	29	-	(43)	(188)	(45)	(1)	(137)	25,549	29,352
Department of Transportation	(2,219)	22,224	6,799	(43,211)	348,043	(62,390)	8,400	-	42,839	300,484
Game and Fish Department	2,028	1,334	455	(6,068)	(30,618)	(2,035)	(291)	-	-	(35,194)
Arizona Geological Survey	(6,796)	(59)	-	(290)	(7,539)	(77)	(32)	(74)	(24,612)	(39,478)
State Land Department	20,385	627	156	(609)	(1,692)	(973)	776	-	538,736	557,407
State Parks Board	12,401	795	5,306	(1,445)	(4,947)	(18,350)	(142)	(2,152)	(77,944)	(86,478)
Arizona State Forestry Division	48,254	395	955	(634)	(5,999)	(1,968)	2,782	-	72,143	115,928
Department of Water Resources	10,296	817	21,496	(565)	(3,515)	(9,266)	(123)	-	-	19,141
Other Agencies	86,473	13,242	109,173	(15,606)	3,652,231	(448,314)	(6,846)	48,815	7,189,566	10,628,725
Central Service Agencies	195,553	3,375	13,686	1,094	(1,103,001)	(221,926)	(1,958)	8,569	5,099,454	3,994,845
TOTAL:	946,682	176,031	591,578	(213,445)	3,977,726	(1,519,762)	31,172	110,904	34,572,455	38,673,339

Agency Budget

Department of Public Safety

	FY 2020 ACTUAL	FY 2021 ESTIMATE	FY 2022 APPROVED
OPERATING BUDGET			
<i>Full Time Equivalent Positions</i>	2,014.7	2,014.7	2,046.7 ^{1/}
Personal Services	76,629,100	127,110,400	141,869,200
Employee Related Expenditures	70,065,200	111,335,400	117,908,400
Professional and Outside Services	2,599,500	2,776,900	2,926,900
Travel - In State	449,700	553,300	573,300
Travel - Out of State	348,800	530,600	644,600
Other Operating Expenditures	44,172,800	35,109,000	38,910,800
Equipment	20,667,400	10,352,200	20,837,800
OPERATING SUBTOTAL	214,932,500	287,767,800	323,671,000
SPECIAL LINE ITEMS			
ACTIC	1,263,800	1,450,000	1,450,000
Border Strike Task Force Local Support	524,400	1,261,700	1,261,700 ^{2/3/4/}
Border Strike Task Force Ongoing	5,465,800	8,623,900	9,028,800
Civil Air Patrol	75,000	150,000	150,000
DPS - Rapid DNA Testing Equipment	0	0	600,000 ^{5/}
GIITEM	18,048,900	27,083,300	28,311,100 ^{6/7/}
GIITEM Subaccount	1,161,900	2,411,600	2,396,400
Microwave Backbone Statewide Communication System	0	0	48,200,000 ^{8/9/}
Motor Vehicle Fuel	4,408,400	5,454,600	5,454,600
One-Time Active Shooter Equipment	0	0	2,912,900
One-Time AZPOST Support	0	0	1,196,300
Peace Officer Training Equipment	599,500	0	0 ^{10/}
Pharmaceutical Diversion and Drug Theft Task Force	368,300	660,800	455,700
Public Safety Equipment	2,848,400	2,890,000	2,890,000
AGENCY TOTAL	249,696,900 ^{11/}	337,753,700	427,978,500 ^{12/13/14/}
FUND SOURCES			
General Fund	71,923,000	91,138,000	291,650,400
<u>Other Appropriated Funds</u>			
Arizona Highway Patrol Fund	147,595,200	200,822,700	86,217,900
Concealed Weapons Permit Fund	2,341,700	2,831,200	2,807,300
Criminal Justice Enhancement Fund	1,191,900	2,999,700	2,931,500
DPS Forensics Fund	12,813,100	23,235,600	22,528,600
Fingerprint Clearance Card Fund	1,087,500	1,596,100	1,581,100
Gang and Immigration Intelligence Team Enforcement Mission Border Security and Law Enforcement Subaccount	2,207,400	2,411,600	2,396,400
Motor Vehicle Liability Insurance Enforcement Fund	944,100	1,302,700	1,254,100
Motorcycle Safety Fund	205,000	205,000	198,900
Parity Compensation Fund	3,011,700	4,175,500	4,000,300
Peace Officer Training Equipment Fund	599,500	0	0
Public Safety Equipment Fund	2,852,100	2,893,700	2,894,000
Risk Management Revolving Fund	1,349,300	1,408,600	1,351,000
Safety Enforcement and Transportation Infrastructure Fund - Department of Public Safety Subaccount	623,000	1,715,100	0
State Aid to Indigent Defense Fund	634,200	700,000	0
State Highway Fund	318,200	318,200	8,167,000
SUBTOTAL - Other Appropriated Funds	177,773,900	246,615,700	136,328,100
SUBTOTAL - Appropriated Funds	249,696,900	337,753,700	427,978,500

	FY 2020 ACTUAL	FY 2021 ESTIMATE	FY 2022 APPROVED
Other Non-Appropriated Funds	38,539,000	45,332,100	45,332,100
Federal Funds	135,269,700	81,707,800	81,707,800
TOTAL - ALL SOURCES	423,505,600	464,793,600	555,018,400

AGENCY DESCRIPTION — The Department of Public Safety (DPS) is responsible for the enforcement of state criminal laws and traffic regulations. In addition to the Highway Patrol, DPS operates and maintains statewide communications systems, state crime laboratories and an automated fingerprint identification network, and performs aviation missions, special investigations, and other law enforcement activities.

FOOTNOTES

- 1/ Includes 176.8 GF FTE Positions and 3 OF FTE Positions funded from Special Line Items in FY 2022.
- 2/ Of the \$1,261,700 appropriated for the border strike task force local support line item, \$761,700 shall be used to fund local law enforcement officer positions within the border strike task force. Any city, town, county or other entity that enters into an agreement with the department to participate in the border strike task force shall provide at least twenty-five percent of the cost of the services, and the department shall provide not more than seventy-five percent of personal services and employee-related expenditures for each agreement or contract. The department may fund all capital-related equipment. (General Appropriation Act footnote)
- 3/ On or before September 1, 2021, the department of public safety shall submit an expenditure plan for the border strike task force local support line item to the joint legislature budget committee and the governor's office of strategic planning and budgeting. (General Appropriation Act footnote)
- 4/ Of the \$1,261,700 appropriated for the border strike task force local support line item, \$500,000 shall be used for grants to cities, towns or counties for costs associated with prosecuting and imprisoning individuals charged with drug trafficking, human smuggling, illegal immigration and other border-related crimes. (General Appropriation Act footnote)
- 5/ The \$600,000 appropriated to the DPS – rapid DNA testing equipment line item in fiscal year 2021-2022 to the department of public safety shall be used to:
 1. Purchase and deploy rapid DNA testing devices throughout this state.
 2. Subject to the availability of monies and on the request of a county sheriff, train that county sheriff's personnel on properly using the rapid DNA testing devices.

On or before October 15, 2021, January 15, 2022, April 15, 2022 and July 15, 2022, the director of the department of public safety shall submit a report to the chairpersons of the judiciary committee of the house of representatives and the judiciary committee of the senate, or their successor committees, containing at least the following information relating to the devices and training prescribed by this section:

 1. The number of rapid DNA tests performed by the department and county sheriffs.
 2. The number of criminal suspects identified or matched by rapid DNA testing to the combined DNA index system.
 3. The total number and types of crimes identified or matched by rapid DNA testing. (General Appropriation Act footnote)
- 6/ Of the \$28,311,100 appropriated to the GIITEM line item, only \$1,403,400 is deposited in the GIITEM fund established by section 41-1724, Arizona Revised Statutes, and is appropriated for the purposes of that section. The \$1,403,400 is exempt from the provisions of section 35-190, Arizona Revised Statutes, relating to the lapsing of appropriations. This state recognizes that states have inherent authority to arrest a person for any immigration violation. (General Appropriation Act footnote, as adjusted for statewide allocations)
- 7/ Of the \$28,311,100 appropriated to the GIITEM line item, \$16,257,200 shall be used for one hundred department of public safety GIITEM personnel. The additional staff shall include at least fifty sworn department of public safety positions to be used for immigration enforcement and border security and fifty department of public safety positions to assist GIITEM in various efforts, including:
 1. Strictly enforcing all federal laws relating to illegal aliens and arresting illegal aliens.
 2. Responding to or assisting any county sheriff or attorney in investigating complaints of employment of illegal aliens.
 3. Enforcing Arizona's law known as the Legal Arizona Workers Act, strictly enforcing Arizona's SB 1070, Arizona's "Support Our Law Enforcement and Safe Neighborhoods Act" and investigating crimes of identity theft in the context of hiring illegal aliens and the unlawful entry into this country.
 4. Taking strict enforcement action.

Any change in the GIITEM mission or allocation of monies shall be approved by the joint legislative budget committee. The department shall submit an expenditure plan to the joint legislative budget committee for review before expending any monies not identified in the department's previous expenditure plans. (General Appropriation Act footnote, as adjusted for statewide allocations)

- 8/ On or before May 31 of each year until the completion of the update, the department of public safety shall submit a report to the joint legislative budget committee staff on the status and expenditures of the update to the microwave backbone communication system. Each report shall include the current status of the update, update expenditures to date, expected expenditures to complete the update, any changes to the construction timeline, the expected completion date and any change to the scope of the update. (General Appropriation Act footnote)
- 9/ The appropriation made in subsection A of this section (Microwave Backbone Statewide Communication System) does not lapse until the purpose for which the appropriation was made has been accomplished or abandoned or the appropriation stands for a full fiscal year without an expenditure or encumbrance. (General Appropriation Act footnote)
- 10/ Notwithstanding Laws 2019, chapter 263, section 80, the \$1,047,500 appropriated to the department of public safety by Laws 2019, chapter 263, section 80 for the peace officer training equipment line item is exempt from the provisions of section 35-190, Arizona Revised Statutes, relating to lapsing of appropriations, until June 30, 2022. Any monies remaining unexpended on June 30, 2022 revert to the fund from which the monies were appropriated. (Revised FY 2021 General Appropriation Act footnote)
- 11/ In addition to the FY 2020 appropriated spending amount displayed, \$76,933,500 of FY 2020 expenditures were shifted to Federal Funds on a one-time basis.
- 12/ General Appropriation Act funds are appropriated as an Operating Lump Sum with Special Line Items by Agency.
- 13/ Any monies remaining in the department of public safety joint account on June 30, 2022 revert to the funds from which they were appropriated. The reverted monies shall be returned in direct proportion to the amounts appropriated. (General Appropriation Act footnote)
- 14/ The legislature intends that after fiscal year 2021-2022, monies received by local law enforcement agencies pursuant to Proposition 207 as approved at the 2020 general election are expected to cover reimbursements to regional peace officer training academies for training officers. (General Appropriation Act footnote)

Operating Budget

The budget includes \$323,671,000 and 1,866.9 FTE Positions in FY 2022 for the operating budget. These amounts consist of:

	FY 2022
General Fund	\$246,734,100
Arizona Highway Patrol Fund	32,247,400
Concealed Weapons Permit Fund	2,807,300
Criminal Justice Enhancement Fund (CJEF)	2,797,200
DPS Forensics Fund	22,528,600
Fingerprint Clearance Card Fund	1,581,100
Motor Vehicle Liability Insurance Enforcement Fund	1,254,100
Motorcycle Safety Fund	198,900
Parity Compensation Fund	4,000,300
Public Safety Equipment Fund	4,000
Risk Management Revolving Fund	1,351,000
State Highway Fund	8,167,000

FY 2022 adjustments are as follows:

ACTIC Budget Shift

The budget includes a decrease of \$(700,000) from the General Fund in FY 2022 to shift funding from the DPS Operating Budget to the ACTIC line item. This shift holds

the ACTIC line item harmless, as the enacted budget removed \$700,000 of State Aid to Indigent Defense Fund monies from the DPS ACTIC line item and moved those monies to the Arizona Criminal Justice Commission (ACJC).

Civil Asset Forfeiture Offset

The budget includes a one-time increase of \$3,500,000 from the General Fund in FY 2022 to offset lost revenues from the passage of Laws 2021, Chapter 327. The department estimated the new legislation, which would prohibit the forfeiture of assets until conviction, would result in a loss of revenues deposited into the Anti-Racketeering Revolving Fund. This new one-time funding is intended to help offset the department's loss in revenues during FY 2022.

Concealed Weapons Tracking System Maintenance

The budget includes an increase of \$44,100 from the Concealed Weapons Permit Fund in FY 2022 for ongoing maintenance funding related to the new computerized permit record system.

Employee Overtime Funding

The budget includes an increase of \$6,613,600 from the General Fund in FY 2022 for an increase in the department's overtime budget. DPS currently allocates approximately 1.7% of their Personal Services budget for

overtime expenses, which equates to about 24 hours of overtime per sworn employee per year. This additional funding will increase the estimated hours of overtime per sworn employee per year to 45 hours, along with providing funding for increased overtime for civilian staff.

Highway Safety Fee Repeal Budget Shift

The budget includes a decrease of \$(168,560,200) from the Arizona Highway Patrol Fund in FY 2022 and a corresponding increase of \$160,709,300 from the General Fund and \$7,850,900 from the State Highway Fund in FY 2022 due to the repeal of the Highway Safety Fee. These amounts were assumed in the FY 2021 budget's 3-year spending plan.

The FY 2020 Criminal Justice Budget Reconciliation Bill (BRB) repealed the Highway Safety Fee at the end of FY 2021. The FY 2021 Transportation BRB clarifies that ADOT may not charge the Highway Safety Fee for registrations that expire on June 30, 2021. The budget shift backfills the DPS Highway Patrol budget after the repeal of the Highway Safety Fee on June 30, 2021.

K-9 Unit Funding

The budget includes a one-time increase of \$250,000 from the General Fund in FY 2022 for a newly trained K-9 unit with different drug detection capabilities, as the current K-9 unit dogs have been permanently trained to detect marijuana. After the passage of Proposition 207, statute specifically states that the odor of marijuana does not constitute reasonable suspicion of a crime, except during marijuana DUI investigations.

Body Camera Program

The budget includes an increase of \$6,869,700 and 29 FTE Positions from the General Fund in FY 2022 funding for the department's new body camera program. The ongoing funding will be used to hire 29 new FTE Positions to manage, administer, and perform IT support for the body camera program. The ongoing funding also includes an annual subscription to the contractor who will provide maintenance support for the cameras and will replace 1,200 body cameras every 3 years.

One-Time Body Camera Funding

The budget includes a one-time increase of \$6,904,400 from the Arizona Highway Patrol Fund in FY 2022 for the one-time purchase of body-worn cameras and accompanying equipment for the department's new body camera program. The equipment entails 2,400 body cameras or 2 cameras per trooper and 1,200 light-bar triggers, in-car access points, and docking stations for each trooper. The funding also includes the one-time purchase of office equipment for the new 29 FTE Positions in the department's body camera program.

Recruitment Funding

The budget includes an increase of \$426,600 from the General Fund in FY 2022 for additional recruitment funding. This new funding will be used for advertising, events, travel, and other expenses associated with the department's recruitment efforts.

Safety Enforcement and Transportation

Infrastructure Fund Repeal

The budget includes a decrease of \$(1,715,100) from the Safety Enforcement and Transportation Infrastructure Fund (SETIF) in FY 2022 and a corresponding increase of \$1,715,100 from the Arizona Highway Patrol Fund in FY 2022 due to the repeal of SETIF. SETIF has experienced a decline in revenues from short-term permits as a result of changes in the trucking industry.

Salary Increase

The budget includes an increase of \$21,543,700 from the General Fund in FY 2022 for an employee salary increase. The budget funds a 10% increase in salaries for both civilian and sworn positions. These salary adjustments will be applied agencywide to all employees.

Statewide Adjustments

The budget includes a decrease of \$(9,548,900) in FY 2022 for statewide adjustments. This amount consists of:

General Fund	(1,687,900)
Arizona Highway Patrol Fund	(6,713,500)
Concealed Weapons Permit Fund	(68,000)
Criminal Justice Enhancement Fund (CJEF)	(68,200)
DPS Forensics Fund	(707,000)
Fingerprint Clearance Card Fund	(15,000)
Motor Vehicle Liability Insurance	(48,600)
Enforcement Fund	
Motorcycle Safety Fund	(6,100)
Parity Compensation Fund	(175,200)
Public Safety Equipment Fund	300
Risk Management Revolving Fund	(57,600)
State Highway Fund	(2,100)

(Please see the Agency Detail and Allocations section.)

ACTIC

The budget includes \$1,450,000 from the General Fund in FY 2022 for the operation of the Arizona Counter Terrorism Information Center (ACTIC). FY 2022 adjustments are as follows:

ACTIC Budget Shift

The budget includes a decrease of \$(700,000) from the State Aid to Indigent Defense Fund in FY 2022 and a corresponding increase of \$700,000 from the General

Fund. This shift holds the ACTIC line item harmless, as the enacted budget removed \$700,000 of State Aid to Indigent Defense Fund monies from the DPS ACTIC line item and moved those monies to the Arizona Criminal Justice Commission (ACJC).

Created in FY 2005, ACTIC is a joint effort between federal, state, and local law enforcement agencies to combat terrorism, gang violence, and other crimes through information sharing. The salaries of participants are funded by their respective agencies, but DPS pays for the operational costs of the 40,000 square foot building in which ACTIC is housed. These monies fund those costs.

Border Strike Task Force Local Support

The budget includes \$1,261,700 from the General Fund in FY 2022 for the costs of BSTF Local Support. This amount is unchanged from FY 2021.

The BSTF is a multi-agency task force established to target drug and human trafficking organizations and activities along the Arizona-Mexico border. Of the \$1,261,700 total appropriation, the budget requires that \$761,700 be used to fund 75% of the costs for 9 local law enforcement officers that will participate in the BSTF. The participating local law enforcement agency will be responsible for providing a 25% match to these amounts. The remaining \$500,000 shall be used for grants to local governments for the prosecution and imprisonment of individuals that are charged with drug trafficking, human smuggling, illegal immigration and other border-related crimes.

Border Strike Task Force Ongoing

The budget includes \$9,028,800 and 37 FTE Positions from the General Fund in FY 2022 for the Border Strike Task Force (BSTF). FY 2022 adjustments are as follows:

Salary Increase

The budget includes an increase of \$478,200 from the General Fund in FY 2022 for an employee salary increase.

Statewide Adjustments

The budget includes a decrease of \$(73,300) from the General Fund in FY 2022 for statewide adjustments.

The BSTF is a multi-agency law enforcement task force that targets drug and human trafficking organizations and activities along the Arizona-Mexico border.

Civil Air Patrol

The budget includes \$150,000 from the General Fund in FY 2022 for funding of the Civil Air Patrol (CAP). This amount is unchanged from FY 2021.

This line item partially offsets the costs of operations and maintenance of aircraft used by CAP to aid in search and rescue and other emergency missions. *(Please see the FY 2018 Appropriations Report for more information.)*

DPS - Rapid DNA Testing Equipment

The budget includes \$600,000 and 3 FTE Positions from the General Fund in FY 2022 for a new DPS – Rapid DNA Testing Equipment line item. FY 2022 adjustments are as follows:

DPS - Rapid DNA Testing Equipment Line Item

The budget includes a one-time increase of \$600,000 and 3 FTE Positions from the General Fund in FY 2022 for a new DPS – Rapid DNA Testing Equipment line item. The line item funds the purchase of rapid DNA testing equipment for the department's use in criminal investigations.

GIITEM

The budget includes \$28,311,100 and 136.8 FTE Positions in FY 2022 for the Gang and Immigration Intelligence Team Enforcement Mission (GIITEM). These amounts consist of:

General Fund	27,911,900
Arizona Highway Patrol Fund	399,200

FY 2022 adjustments are as follows:

Salary Increase

The budget includes an increase of \$1,458,200 from the General Fund in FY 2022 for an employee salary increase.

Statewide Adjustments

The budget includes a decrease of \$(230,400) in FY 2022 for statewide adjustments. This amount consists of:

General Fund	(226,000)
Arizona Highway Patrol Fund	(4,400)

The GIITEM line item is comprised of monies for the following GIITEM functions, including: 1) \$10,050,500 for gang enforcement, investigation, and interdiction; 2) \$16,257,200 for at least 50 sworn DPS positions to be used for immigration enforcement and border security and up to 50 DPS positions to expand GIITEM's public

awareness, investigation, and intelligence efforts; 3) \$1,403,400 for local gang and immigration enforcement grants; and 4) \$600,000 for crime analysts associated with the state gang intelligence database (GangNet).

Monies deposited in the GIITEM Fund can be used for employer sanctions, smuggling, gang, and immigration enforcement. Local grants are distributed to county sheriffs and do not require further approval by the county board of supervisors. The local entity provides at least 25% of the cost of services.

Permanent law prohibits Maricopa County from receiving any monies from the fund and allocates \$500,000 in revenues to Pinal County. The FY 2022 Criminal Justice BRB discontinued the \$400,000 allocation to the Pima County Sheriff's Office in FY 2022. Given the BRB change, the remaining \$903,400 may be used for agreements with cities, counties, and other entities at a 3:1 match rate. Pinal County is excluded from the matching requirements. *(Please see the FY 2018 Appropriations Report for more information.)*

A.R.S. § 41-1724C requires DPS to distribute the monies in the GIITEM Fund as soon after July 1 of every year as practicable. Prior to distribution, DPS must submit an expenditure plan to JLBC for review regarding any monies not identified in the previous expenditure plans. *(For more information, please see the [State Immigration Enforcement Assistance to Local Governments](#) program summary on the JLBC website.)*

GIITEM Subaccount

The budget includes \$2,396,400 from the GIITEM Border Security and Law Enforcement Subaccount in FY 2022 for the GIITEM Subaccount, to be used for equipment and supplies for border security. FY 2022 adjustments are as follows:

Statewide Adjustments

The budget includes a decrease of \$(15,200) from the GIITEM Border Security and Law Enforcement Subaccount in FY 2022 for statewide adjustments.

The GIITEM Border Security and Law Enforcement Subaccount receives \$4 of a \$13 criminal fee. These revenues are estimated to total \$1,767,100 in FY 2022. The monies in the GIITEM Subaccount are for border security personnel and public safety equipment. The monies are to be provided directly to county sheriffs without approval by the respective Board of Supervisors. The authorizing legislation does not specify any particular distribution by county.

At its July 15, 2021 meeting, the JLBC gave a favorable review to a partial GIITEM Subaccount expenditure plan

for FY 2021. The plan includes \$463,900 for detention liaison officers, \$547,700 for county sheriff deputies and municipal police department officers to augment the GIITEM Task Force's border district unit (as later adjusted by DPS pursuant to a Committee provision), and \$350,000 for the Pima County Border Crimes Unit. At the September 23, 2020 JLBC meeting, the Committee gave a favorable review of the \$1,050,000 expenditures plan for grants to county sheriffs for border security. The expenditure plan consisted of \$250,000 for Cochise, Santa Cruz, and Yuma Counties and \$100,000 for Graham, Greenlee, and La Paz Counties. *(For more information, please see the [State Immigration Enforcement Assistance to Local Governments](#) program summary on the JLBC website.)*

Microwave Backbone Statewide Communication System

The budget includes \$48,200,000 from the Arizona Highway Patrol Fund in FY 2022 for a new Microwave Backbone Statewide Communication System line item. FY 2022 adjustments are as follows:

Microwave Backbone System Upgrades

The budget includes a one-time increase of \$48,200,000 from the Arizona Highway Patrol Fund in FY 2022 for updates to the Microwave Backbone Statewide Communication System.

The line item funds the upgrade of the statewide microwave radio system. The statewide microwave radio system is a series of towers situated on mountain tops and divided into 3 loops that allow DPS troopers and other state agencies to communicate with dispatch centers while in the field. In CY 2007, DPS began upgrading the statewide microwave radio system from analog to digital technology. Of the 3 loops, work on the southern loop was completed in FY 2011 and work on the western loop was completed in FY 2018. This appropriation will fund the construction of the remaining upgrades to the northern loop, which is slated for completion by the end of FY 2024.

Motor Vehicle Fuel

The budget includes \$5,454,600 in FY 2022 for Motor Vehicle Fuel. This amount consists of:

General Fund	4,384,200
Arizona Highway Patrol Fund	936,100
CJEF	134,300

These amounts are unchanged from FY 2021.

The Motor Vehicle Fuel line item centralizes monies appropriated to DPS for motor vehicle fuel.

One-Time Active Shooter Equipment

The budget includes \$2,912,900 from the Arizona Highway Patrol Fund in FY 2022 for a new One-Time Active Shooter Equipment line item. FY 2022 adjustments are as follows:

One-Time Active Shooter Equipment Line Item

The budget includes a one-time increase of \$2,912,900 from the Arizona Highway Patrol Fund in FY 2022 for a new One-Time Active Shooter Equipment line item.

This line item funds the one-time purchases of safety equipment for sworn personnel to address active-shooter instances. The funding will provide a rifle-resistant helmet and rifle-resistant vest for each trooper and a rifle-resistant shield for each squad of troopers (7 troopers).

One-Time AZPOST Support

The budget includes \$1,196,300 from the Arizona Highway Patrol Fund in FY 2022 for a new One-Time AZPOST Support line item. FY 2022 adjustments are as follows:

One-Time AZPOST Support Line Item

The budget includes a one-time increase of \$1,196,300 from the Arizona Highway Patrol Fund in FY 2022 for a new One-Time AZPOST Support line item.

This line item provides one-time funding for AZPOST to supplement the board's funding due to a decline in revenues from the Criminal Justice Enhancement Fund. Monies from this line item will be used for reimbursements provided to law enforcement training academies. The budget includes an intent statement that after FY 2022, monies received by local law enforcement agencies under Proposition 207 are expected to cover reimbursements to regional peace officer training academies for training officers.

Peace Officer Training Equipment

The budget includes no funding in FY 2022 for Peace Officer Training Equipment. This amount is unchanged from FY 2021.

Laws 2018, Chapter 312 appropriated a one-time appropriation of \$3,073,000 from the Peace Officer Training Equipment Fund in FY 2019. This amount includes the following non-lapsing appropriations:

1. The first \$500,000 in revenue is appropriated to DPS for employee overtime pay;

2. The next \$2,300,000 in revenue is appropriated to DPS for 10 virtual firing ranges, 3 virtual training simulators (one for the Tucson Police Department, one for the Pinal County Sheriff's Office, and one for the Glendale Regional Training Academy); Laws 2019, Chapter 283 modified the appropriation by replacing Yuma County Sheriff's Office with the Glendale Regional Training Academy as the third recipient of the virtual training simulators. Laws 2021, Chapter 403 modified the appropriation by adding White Mountain Apache Police Department as a recipient of 1 virtual firing range.
3. The next \$203,000 in revenue is appropriated to DPS to maintain and service the 7 existing virtual training simulators;
4. The next \$50,000 in revenue is appropriated to the Governor's Office of Highway Safety to provide public service announcements that educate drivers on how to act when stopped by a peace officer.
5. The next \$20,000 in revenue is appropriated to the Supreme Court to cover the programming costs of implementing the new fees.

The FY 2020 budget appropriated \$1,047,800 from the fund.

The State Treasurer administers the fund and disburses the monies to the recipients listed above. These appropriations will be made in the above order as revenue is received in the fund. *(Please see the Supreme Court section for more information.)*

Laws 2018, Chapter 312 increases the assessment on civil traffic violations, local motor vehicle citations, and criminal motor vehicle citations by \$4. This new revenue is to be deposited into the new Peace Officer Training Equipment Fund.

Through FY 2020, DPS has expended \$797,300 from the Peace Officer Training Equipment Fund. These expenditures include the \$500,000 for employee overtime pay as well as approximately \$300,000 for 1 virtual training simulator.

Current revenue projections from the department estimate annual revenues of \$1,220,600, with an annual decline of (3)%. By the end of FY 2022, the fund is estimated to collect a total of approximately \$3,858,600, compared to an appropriated spending amount of \$4,120,800 (\$3,073,000 in FY 2019 and \$1,047,800 in FY 2020). Since the fund's total revenues through the end of FY 2022 are not projected to exceed the \$4,120,800 in appropriations, the budget includes no new funding. The budget, however, makes the FY 2020 appropriation non-lapsing through FY 2022.

Once these appropriations are completed, the Peace Officer Training Equipment Advisory Commission established by Chapter 312 will make annual recommendations on how the funding should be spent.

Before spending any of the FY 2020 appropriation from the fund, DPS must submit an expenditure plan to JLBC for review.

The Peace Officer Training Equipment Fund is appropriated and may only be used for peace officer equipment.

Pharmaceutical Diversion and Drug Theft Task Force

The budget includes \$455,700 and 3 FTE Positions in FY 2022 for the Pharmaceutical Diversion and Drug Theft Task Force. These amounts consist of:

General Fund	129,700
Arizona Highway Patrol Fund	326,000

FY 2022 adjustments are as follows:

Salary Increase

The budget includes an increase of \$50,400 from the General Fund in FY 2022 for an employee salary increase.

Statewide Adjustments

The budget includes a decrease of \$(255,500) in FY 2022 for statewide adjustments. This amount consists of:

General Fund	(100)
Arizona Highway Patrol Fund	(255,400)

This line item funds a task force to combat the abuse and trafficking of prescription drugs and inappropriate prescriber behavior.

Public Safety Equipment

The budget includes \$2,890,000 from the Public Safety Equipment Fund in FY 2022 to equip DPS officers. This amount is unchanged from FY 2021.

The Public Safety Equipment Fund receives \$4 of a \$13 surcharge on fines, violations and penalties for criminal offenses and civil motor vehicle violations. In addition, DPS receives another \$4 of the surcharge if its officer issued the citation. These revenue sources are subject to appropriation.

Additionally, the fund receives the first \$1,200,000 collected from an assessment of up to \$1,500 on driving

under the influence (DUI) offenses. This \$1,200,000 is not subject to appropriation.

The Public Safety Equipment line item monies can be used to purchase vehicles, protective armor, electronic stun devices and other safety equipment for DPS officers.

Other Issues

Statutory Changes

The Budget Procedures BRB makes the following statutory changes:

- As session law, exempt the FY 2022 appropriation for DPS body cameras from oversight from the Information Technology Authorization Committee.

The Criminal Justice BRB makes the following statutory changes:

- As permanent law, adds requirements and restrictions for redaction and release of body camera footage by DPS to the public.
- As permanent law, require the director to adopt rules for rapid DNA testing procedures.
- As permanent law, amends Laws 2021 Chapter 322 (HB 2567) and Laws 2021 Chapter 338 (HB 2462) to clarify that the requirements also apply to a person, agency or department; further defines a civilian review board; and makes the bills retroactive to January 1, 2021. Also exempts those who are, or who have ever been AZPOST certified and those serving on the AZPOST board from the training requirements in Chapter 338.
- As session law, continue to allow the State Aid to Indigent Defense Fund to be used for DPS operating expenses.
- As session law, require the Department of Public Safety to purchase a virtual firing range for the White Mountain Apache Police Department using an existing appropriation.

The Transportation BRB makes the following statutory changes:

- As permanent law, repeal the DPS Safety Enforcement and Transportation Infrastructure Funds on July 1, 2021. The remaining balance from the DPS subaccount and subsequent revenue will be deposited to the Arizona Highway Patrol Fund.

Fund Transfers

The budget includes a transfer of \$24,205,700 from the Arizona Highway Patrol Fund to the General Fund in FY 2021.

The budget also includes the following transfers from this agency's funds to the DES Sexual Violence Services Fund in FY 2022:

Criminal Justice Enhancement Fund	343,700
DPS Licensing Fund	251,900
Fingerprint Clearance Card Fund	1,356,400
Motor Vehicle Liability Insurance Enforcement Fund	306,800
Parity Compensation Fund	921,900
Safety Enforcement and Transportation Infrastructure Fund (SETIF) DPS Subaccount	202,500

Proposition 207 - Recreational Marijuana

Proposition 207, approved by voters in the November 2020 general election, legalizes the sale and consumption of marijuana and marijuana products for adults 21 years of age and older. The initiative established the Smart and Safe Arizona Fund, which receives monies from a 16.0% excise tax and is used by state agencies to carry out certain requirements of the initiative. Before any distributions are made from the fund, the Department of Public Safety receives a self-determined amount from the fund for costs associated with amending its criminal records based on expungement petitions approved by a Court. The department has estimated one-time costs of \$29,000,000 to fulfill the initiative's requirements. The JLBC Staff believe the DPS estimate to be substantially overstated, particularly in regard to the cost of expungement. *(Please see the Department of Health Services - Other Issues Section for more information.)*

COVID-Related Spending

The Executive has allocated monies from the federal Coronavirus Relief Fund to reimburse state agencies for public health and public safety expenditures. In FY 2020, DPS was reimbursed for a total of \$76,933,500 in expenditures. Of this amount, \$8,266,800 was for General Fund spending. This reduced spending increased the agency's General Fund reversionment beyond what it would have otherwise been. The remaining \$68,666,700 of FY 2020 reimbursements offset non-General Fund spending. As a result, these fund balances are higher than they otherwise would have been.

(Please see the COVID-Related Spending Summary at the front of this book for more information.)

Highway Safety Fee/HURF Shift

Recent History of HURF/SHF Usage

The FY 2020 budget eliminated the remaining DPS HURF appropriation in FY 2020. This funding was replaced by the Highway Safety Fee, which was in effect for part of FY 2019, all of FY 2020 and FY 2021, with a scheduled repeal date of June 30, 2021. *(See the FY 2021 Appropriations Report for more information on the Highway Safety Fee in FY 2020 and FY 2021, and see the FY 2019 Appropriations Report for more historical information on the HURF shift.)*

The usage of HURF and State Highway Fund monies in the DPS budget in prior years resulted in monies being diverted from local government road construction and state highway construction. *(For more detail see Long-Term Budget Impacts: HURF Funding in the Other Issues section of the FY 2019 Appropriations Report.)*

HURF monies are used to fund state and local road construction. Roughly 50.5% of HURF revenue goes to state highway construction and 49.5% goes to cities and counties for local road construction.

Highway Safety Fee – FY 2022 Budget

The FY 2022 budget does not include Highway Safety Fee revenues as the fee is set to be repealed on June 30, 2021. The FY 2022 budget includes an increase of \$160,709,300 from the General Fund and \$7,850,900 from the State Highway Fund to backfill the lost revenues from the Highway Safety Fee in the Highway Patrol budget.

Automation Projects Fund – Concealed Weapons Tracking System

The budget includes an FY 2022 transfer of \$550,000 from the Concealed Weapons Permit Fund to the Arizona Department of Administration for the continued development of a new computerized permit record system. *(Please see the Department of Administration – Automation Projects Fund for details regarding this information technology project.)*

Expenditure Summary

ARIZONA DEPARTMENT OF PUBLIC SAFETY
ACTUAL EXPENDITURES FISCAL YEAR 2019-2020

Bureau	CID	HPD	ASD	TSD	GOHS	ACTIC	Border Strike Force Local Support	Border Strike Force Ongoing	Civil Air Patrol	GIITEM	GIITEM Subaccount	FUEL	Peace Officer Training Equipment	Pharmaceutical Diversion Drug Theft Task Force	Public Safety Equipment	DEPT. TOTALS
FTE	253.9	875.0	247.0	462.0	0.0	0.0	0.0	37.0	0.0	136.8	0.0	0.0	0.0	3.0	0.0	2,014.7
Personal Services	11,610,900	35,852,800	11,284,600	17,880,800				1,793,600		5,996,800	96,700			172,100		84,688,300
Employee Related Expenses	12,663,100	41,529,300	8,522,800	7,349,700				1,865,600		5,349,400	31,400			150,800		77,461,900
SUBTOTAL	\$24,274,000	\$77,382,100	\$19,807,400	\$25,230,500	\$0	\$0	\$0	\$3,659,200	\$0	\$11,346,200	\$128,100	\$0	\$0	\$322,700	\$0	\$162,150,200
Prof & Outside Services	206,300	1,300	1,540,900	851,000		37,500		33,000		38,200						2,708,200
Travel, In-state	130,200	162,100	89,300	68,100		2,200		30,600		31,600	400					514,500
Travel, Out-state	67,700	42,900	211,200	27,000		13,600		2,400		15,100				7,000		386,900
Aid to Organizations	8,900	0	1,027,300	329,200		4,000	524,400	1,100	75,000	939,300	1,033,400		599,500			4,542,100
Other Operating	1,608,200	4,627,800	12,148,200	11,600,200		1,188,100		1,174,600		1,346,000		4,408,400		26,400	136,800	38,264,700
Equipment	1,601,100	17,120,400	1,355,800	3,229,500				564,900		2,028,700				12,200	2,711,600	28,624,200
Land, Bldg & Improvements	800	800	0	0	0	0	0	0	0	0						1,600
Transfers Out	1,361,800	3,145,100	3,335,600	1,816,600	523,200	18,400				2,303,800				0		12,504,500
SUBTOTAL	\$4,985,000	\$25,100,400	\$19,708,300	\$17,921,600	\$523,200	\$1,263,800	\$524,400	\$1,806,800	\$75,000	\$6,702,700	\$1,033,800	\$4,408,400	\$599,500	\$45,600	\$2,848,400	\$87,546,700
TOTAL	\$29,259,000	\$102,482,500	\$39,515,700	\$43,152,100	\$523,200	\$1,263,800	\$524,400	\$5,465,800	\$75,000	\$18,048,900	\$1,161,900	\$4,408,400	\$599,500	\$368,300	\$2,848,400	\$249,696,900

Audit Transmittal



The Single Audit is an entity-wide financial statement and federal awards' audit of a non-federal entity that expends \$750,000 or more in federal financial assistance in one year. It is intended to provide assurance to the Federal Government that a non-federal entity has adequate internal controls in place and is generally in compliance with program requirements.

The Single Audit Act of 1984 standardized audit requirements for states, local governments, and Indian tribal governments that receive and use federal financial assistance programs. Single Audit Act Amendments of 1996 were enacted to streamline and improve the effectiveness of audits of federal awards expended by non-federal entities, as well as to reduce audit burden. The Single Audit Act requires these audits, referred to as "single audits" to be conducted by an independent auditor. The Single Audits must be submitted to the Federal Audit Clearinghouse along with a data collection form, Form SF-SAC. The Single Audit requirements can be found in Subpart F of the [2 Code of Federal Regulations Part 200](#) also referred to as Uniform Guidance. Per these requirements, auditee's prepare for inclusion in the Single Audit report: Schedule of Expenditures of Federal Awards (SEFA), note disclosures, corrective action plans, and summary schedule of prior audit findings.

[Annual Comprehensive Financial Reports](#)

[Annual Financial Reports](#)

[Single Audit](#)

[Statewide Cost Allocation Plan](#)

[Federal & Cost Accounting](#)

Fiscal Year	Document Name	Date
FY2021	Single Audit, June 30, 2021	12-08-2022
FY2021	Financial Statement Findings and State Responses	12-08-2022
FY2021	Federal Awards Findings, Questioned Costs and Corrective Action Plans	12-08-2022
FY2020	Single Audit, June 30, 2020	11-05-2021
FY2020	Financial Statement Findings and State Responses	11-05-2021
FY2020	Federal Awards Findings, Questioned Costs and Corrective Action Plans	11-05-2021
FY2020	Report on Internal Control and on Compliance, June 30, 2020	08-24-2021
FY2019	Single Audit, June 30, 2019	04-07-2020
FY2019	Financial Statement Findings and State Responses	04-07-2020
FY2019	Federal Awards Findings, Questioned Costs and Corrective Action Plans	04-07-2020
FY2018	Single Audit, June 30, 2018	04-08-2019
FY2018	Financial Statement Findings and State Responses	04-08-2019
FY2018	Federal Awards Findings, Questioned Costs and Corrective Action Plans	04-08-2019
FY2017	Single Audit, June 30, 2017	04-04-2018

Contact Information

For questions regarding a single audit, the Statewide Cost Allocation Plan, or federal and cost accounting, contact:

» federalgrants@azdoa.gov

Fiscal Year	Document Name	Date
FY2017	Financial Statement Findings and State Responses	04-04-2018
FY2017	Federal Awards Findings, Questioned Costs and Corrective Action Plans	04-04-2018
FY2016	Single Audit, June 30, 2016	07-07-2017
FY2016	Financial Statement Findings and State Responses	07-07-2017
FY2016	Federal Awards Findings, Questioned Costs and Corrective Action Plans	07-07-2017
FY2015	Single Audit, June 30, 2015	06-29-2016
FY2015	Financial Statement Findings and State Responses	06-29-2016
FY2015	Federal Awards Findings, Questioned Costs and Corrective Action Plans	06-29-2016
FY2014	Single Audit, June 30, 2014	04-08-2015
FY2014	Financial Statement Findings and State Responses	04-08-2015
FY2014	Federal Awards Findings, Questioned Costs and Corrective Action Plans	04-08-2015
FY2013	Single Audit, June 30, 2013	03-28-2014
FY2013	Financial Statement Findings and State Responses	03-28-2014
FY2013	Federal Awards Findings, Questioned Costs and Corrective Action Plans	03-28-2014
FY2012	Single Audit, June 30, 2012	03-28-2013
FY2012	Financial Statement Findings and State Responses	03-28-2013
FY2012	Federal Awards Findings, Questioned Costs and Corrective Action Plans	03-28-2013
FY2011	Single Audit, June 30, 2011	03-16-2012
FY2011	Financial Statement Findings and State Responses	03-16-2012
FY2011	Federal Awards Findings, Questioned Costs and Corrective Action Plans	03-16-2012
FY2010	Single Audit, June 30, 2010	03-30-2011
FY2010	Financial Statement Findings and State Responses	03-30-2011
FY2010	Federal Awards Findings, Questioned Costs and Corrective Action Plans	03-30-2011
FY2009	Single Audit, June 30, 2009	06-04-2010
FY2009	Financial Statement Findings and State Responses	06-04-2010

Fiscal Year	Document Name	Date
FY2009	Federal Awards Findings, Questioned Costs and Corrective Action Plans	06-04-2010
FY2008	Single Audit, June 30, 2008	06-26-2009
FY2008	Financial Statement Findings and State Responses	06-26-2009
FY2008	Federal Awards Findings, Questioned Costs and Corrective Action Plans	06-26-2009
FY2007	Single Audit, June 30, 2007	07-18-2008
FY2006	Single Audit, June 30, 2006	06-18-2007
FY2005	Single Audit June 30, 2005	04-27-2006
FY2004	Single Audit June 30, 2004	03-23-2005
FY2003	Single Audit June 30, 2003	03-19-2004
FY2002	Single Audit June 30, 2002	03-14-2003

State of Arizona

Single Audit Report

Year Ended June 30, 2020

A Report to the Arizona Legislature

Lindsey A. Perry
Auditor General



Grant List



Grant Report

Report Criteria

Departments: All

Grant Status: Open Grants

Grant Type: Federal

Grant Stage: Grant Awarded

Reporting Period: 07/01/2019 - 06/30/2023

Reporting Period Date Type: Grant Awarded Date

Grantor Contract Number	Grant Title	Funding Agency	CFDA/ALN	Award Date	Award Amount
	ORG2930 Buckle Up Arizona	AZ Governor's Office of Highway Safety	20.616	04/26/2022	\$20,000.00
NCHIP 21-23-001	ORG3164 NCHIP 21	U.S. DEPARTMENT OF JUSTICE		02/23/2022	\$447,656.29
	ORG3106 DHS Threat Liaison Officer Program 220600-04	AZ Department of Homeland Security		09/27/2022	\$36,300.00
	ORG3088 GOHS-2023-405B-001 Occupant Protection Enforcement	AZ GOVERNOR'S OFFICE FOR HIGHWAY SAFETY		09/29/2022	\$40,000.00
	ORG3190 DEA - Tactical Diversion Task Force 2021-121-R1 Federal Fiscal Year 10/1/22 to 9/30/26	U.S. DEPARTMENT OF JUSTICE		05/05/2023	\$58,116.00
	ORG3069 FY23 OpComm Support Overtime	AZ Governor's Office of Highway Safety		09/29/2022	\$15,000.00
2023-2	ORG3135 FY23 DEA, DOJ MARIJUANA ERADICATION DCE/SP	Drug Enforcement Administration	99.999	02/27/2023	\$160,000.00
	ORG3191 DEA YUMA TASK FORCE FY2023	Drug Enforcement Administration		03/03/2023	\$39,681.50
	ORG3091 GOHS 2023-PTS-004 Distracted Driving Enforcement	AZ GOVERNOR'S OFFICE FOR HIGHWAY SAFETY		09/29/2022	\$30,000.00
	ORG3210 OCDETF - Operation Truck Stoppin	U.S. DEPARTMENT OF JUSTICE		02/03/2023	\$10,000.00

	ORG3295 ISA Funding from the Office of the Governor - ARPA SLFRF for VOCA VA Backfill	AZ Governor's Office		05/26/2023	\$19,000,000.00
	ORG2925 NCHIP 21-23-002	ARIZONA CRIMINAL JUSTICE COMMISSION		04/14/2022	\$234,324.00
	ORG3245 ATF Overtime Reimbursement FY24	U.S. DEPARTMENT OF JUSTICE	99.999	09/07/2022	\$99,204.00
PSA21036	ORG2586 DEA - Sierra Vista Task Force 2021	U.S. DEPARTMENT OF JUSTICE	99.999	10/01/2020	\$19,180.25
	ORG3109 DHS Intelligence Manager 220600-01	AZ Department of Homeland Security		09/27/2022	\$78,000.00
	ORG3143 OVC FY 2021 - Glendale AEAP	U.S. DEPARTMENT OF JUSTICE		12/07/2021	\$2,884,714.00
	ORG3051 Organized Crime Drug Enforcement Task Forces #SW-AZ-0944	U.S. DEPARTMENT OF JUSTICE		09/01/2022	\$13,000.00
	ORG3089 GOHS-2023-405d-006 DUI/Impaired Driving Enforcement	AZ GOVERNOR'S OFFICE FOR HIGHWAY SAFETY		09/29/2022	\$100,000.00
PSA21032	ORG2540 DEA - Yuma Task Force 2021	U.S. DEPARTMENT OF JUSTICE	99.999	12/21/2020	\$38,360.50
	ORG3108 DHS AZ Info Sharing and Analysis Ctr. 220601-02	AZ Department of Homeland Security		09/27/2022	\$73,024.00
	ORG2969 SOR-22-001 Sex Offender Registration Mgmt Syst Updates Award	ARIZONA CRIMINAL JUSTICE COMMISSION		01/25/2022	\$134,367.00
AZ Governor's Office of Highway Safety	ORG3208 2023 Buckle Up Arizona Enforcement Campaign (CIOT)	AZ Governor's Office of Highway Safety	20.616	05/22/2023	\$20,000.00
2020-V2-GX-0054	ORG2844 OVC FY 2020 VOCA Victim Assistance - FY 2020 Formula Grant Solicitation	U.S. DEPARTMENT OF JUSTICE	16.575	09/01/2020	\$36,496,512.00
	ORG3068 FY23 Crime Lab Overtime, Related Professional & Outside Services	AZ Governor's Office of Highway Safety		09/29/2022	\$70,000.00
	ORG3093 GOHS 2023-PTS-006 Street Racing Task Force Enforcement	AZ GOVERNOR'S OFFICE FOR HIGHWAY SAFETY		09/29/2022	\$30,000.00
	ORG3107 DHS ACTIC Lease 220601-01	AZ Department of Homeland Security		09/27/2022	\$214,758.00
19-21-001	US8120 National Instant Criminal Background Check System (NICS) Act Record Improvement Program (NARIP) - FY 2019	U.S. Department of Justice	16.813	01/30/2020	\$348,463.00
69A3602230805MCG0AZ	US1833 Motor Carrier Safety Assistance Program (MCSAP) - FY 2022	U.S. Department of Transportation	20.218	06/02/2022	\$16,169,926.00
2018-V2-GX-0012	US3059A Victims of Crime Act (VOCA) (Part A): Victim Assistance Formula Grant Program - FY 2018	U.S. Department of Justice	16.575	08/09/2019	\$70,800,365.00

15POVC-21-GG-00612-ASSI	US3059A Victims of Crime Act (VOCA) (Part A): Victim Assistance Formula Grant - FY 2021	U.S. Department of Justice	16.575	09/16/2021	\$23,095,556.00
15PBJA-21-GG-03082-DNAX	US3579 DNA Capacity Enhancement for Backlog Reduction (CEBR) Program (Formula) - FY 2021	U.S. Department of Justice	16.741	12/09/2021	\$844,632.00
69A3602331063MCG0AZ	US1833 Motor Carrier Safety Assistance Program (MCSAP) - FY 2023	U.S. Department of Transportation	20.218	04/28/2023	\$16,791,074.00
	US16529 Department of Transportation (DOT): High Priority Program - Commercial Motor Vehicle (HP-CMV) - FY 2022	U.S. Department of Transportation	20.237	09/13/2022	\$1,914,896.00
69A3602130640MCG0AZ	US1833 Motor Carrier Safety Assistance Program (MCSAP) - FY 2021	U.S. Department of Transportation	20.218	04/22/2021	\$10,937,380.00
	US0074 Patrick Leahy Bulletproof Vest Partnership (BVP) - FY 2021	U.S. Department of Justice	16.607	10/18/2021	\$60,808.46
22GG01599-DNAX	US3579 DNA Capacity Enhancement for Backlog Reduction (CEBR) Program (Formula) - FY 2022	U.S. Department of Justice	16.741	09/21/2022	\$887,156.00
2019-V2-GX-0041	US3059A Victims of Crime Act (VOCA) (Part A): Victim Assistance Formula Grant Program - FY 2019	U.S. Department of Justice		09/30/2019	\$48,758,272.00
69A3602140670MHP0AZ	US16529 Department of Transportation (DOT): High Priority Program - Commercial Motor Vehicle (HP-CMV) - FY 2021	U.S. Department of Transportation	20.237	08/01/2021	\$1,193,729.00
	US0074 Patrick Leahy Bulletproof Vest Partnership (BVP) - FY 2022	U.S. Department of Justice	16.607	10/11/2022	\$66,169.34
	US6906 Support for Adam Walsh Act (AWA) Implementation Grant Program - FY 2022	U.S. Department of Justice	16.750	10/01/2022	\$261,300.00
	US3059A Victims of Crime Act (VOCA) (Part A): Victim Assistance Formula Grant - FY 2022	U.S. Department of Justice	16.575	08/25/2022	\$31,026,525.00
69A3602030399MCG0AZ	US1833 Motor Carrier Safety Assistance Program (MCSAP) - FY 2020	U.S. Department of Transportation	20.218	03/09/2020	\$11,279,002.00
	US16618 Paul Coverdell Forensic Science Improvement Grants Program (Formula Funding) - FY 2022	U.S. Department of Justice	16.742	10/19/2022	\$137,249.00

Report Builder, Created by Philip Case, pcase@azdps.gov, 10/22/2023

Source: eCivis™ Grants Network®

<http://www.ecivis.com/>