eCVSP

FLORIDA

Commercial Vehicle Safety Plan

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

Fiscal Years 2024 - 2026

Date of Approval: July 30, 2024

FINAL CVSP

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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.209, 350.211 and 350.213](#). The lead agency must submit the State's CVSP to FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year performance-based plan or annual update each year to receive MCSAP funds.

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview (FY 2024 - 2026)
- Part 2: Crash Reduction and National Program Elements (FY 2024 - 2026)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2024 - 2026)
- Part 4: Financial Information (FY 2024)
- Part 5: Certifications and Documents (FY 2024)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit either a 3-year plan or an Annual Update. As used within the eCVSP, the term 'State' means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

REMINDERS FOR FY 2024:

Multi-Year plans- All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans- States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

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

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

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2024 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational

records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 2 - Mission/Goal Statement

Instructions:

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

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

Within the Florida Highway Patrol (FHP) resides the Office of Commercial Vehicle Enforcement (OCVE). The OCVE is the governor's designated lead agency responsible for commercial vehicle enforcement operations for the State of Florida. Along with the other members of FHP, our mission is to promote a safe and secure Florida through professional law enforcement and traffic safety awareness. Our values are courtesy, service, and protection. These simple core values provide the foundation for our troopers to provide the highest level of professional law enforcement services to the citizens and visitors of Florida. In an effort to enhance the safety on Florida roadways, OCVE's primary goals are as follows:

- Reduce the number and severity of commercial motor vehicle (CMV) related crashes to reduce the impacts of road closures, reduce property damage, and reduce injuries and fatalities.

- Protect Florida's highway and bridge infrastructure from damage and accelerated deterioration.

- Remove dangerous motor carriers, drivers, and vehicles from our highways.

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

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

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

The OCVE maintains a comprehensive CMV enforcement program with 278 positions primarily assigned to the MCSAP program. Of these positions, 255 members are sworn law enforcement officers and 23 members are administrative support or managerial staff.

The goals and objectives of the program are accomplished through well-trained and professional members providing enforcement and education programs focused on commercial motor vehicle safety. Troopers conduct roadside driver and vehicle safety inspections; post crash CMV inspections; Highway Route Controlled Quantity inspections (HRCQ); weights and dimensions enforcement; vehicle registration enforcement; traffic law enforcement; compliance investigations and new entrant safety audits; contraband interdiction; Security Contact Review (SCR) visits to Hazardous Material (HM) carriers, as well as other designated at-risk carriers; and public awareness educational outreach through the use of the No Zone and Our Roads, Our Safety campaigns, partnerships, and other industry outreach methods.

The OCVE collaborates with other MCSAP lead agencies in the Safe DRIVE enforcement initiative by conducting high visibility traffic enforcement to reduce CMV involved crashes and promote CMV education and safety. The OCVE partners with the Florida Department of Transportation (FDOT) to utilize technology such as tire anomaly detection, thermal brake monitoring systems, and virtual weigh in motion (WIM) sites to identify and remove dangerous vehicles from roadways. The OCVE also works closely with the Florida Trucking Association (FTA) to promote education efforts and CMV safety initiatives.

All OCVE troopers are trained and certified to conduct Commercial Vehicle Safety Alliance (CVSA) Level I-VII inspections. 200 troopers maintain Hazardous Materials certification, 128 hold Passenger Carrier (PC) certification, and 11 are trained to conduct Level VI radiological inspections. The OCVE schedules classes with the National Training Center two months in advance.

Additionally, there are 10 local law enforcement officers participating in the Local Agents Program who are certified to conduct CVSA Levels I-V and V inspections. These agents function in the same capacity of a FHP/OCVE trooper. The agent members are from the Collier County Sheriff's Office and Palm Beach County Sheriff's Office.

Organizationally, the OCVE is aligned with two operational troops comprised of 12 sub-district offices, including Compliance Investigations, Hazardous Materials, and Training units. Members have access to over 20 FDOT fixed scale facilities strategically located throughout the state equipped with inspection pits and comfort stations. These facilities are also designed to maximize truck parking availability to provide as much opportunity as possible for truck drivers to take driving breaks and to rest while traveling on Florida's highways and to provide a safe location for OCVE members to conduct CMV safety inspections. Troopers have been trained to conduct roadside inspections in areas where their safety and the safety of the motoring public will not be jeopardized.

Part 1 Section 4 - MCSAP Structure

Instructions:

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

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

The national program elements sub-categories represent the number of personnel involved in that specific activity area.

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

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

Lead Agency Information	
Agency Name:	FLORIDA HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	278
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	255
Traffic Enforcement Activities	255
Investigations[*]	31
Public Education and Awareness	255
Data Collection and Reporting	3
[*] Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Non-funded Agency Information	
Total number of agencies:	2
Total # of MCSAP Participating Personnel:	10

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2024 - 2026 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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

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

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

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

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

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

- *States can also use internal State data sources.*

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

Part 2 Section 2 - CMV Crash Reduction

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

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

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

Trend Analysis for 2018 - 2022

Instructions for all tables in this section*:*

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

- *Insert the beginning and ending dates of the five most recent State measurement periods used in the **Measurement Period column**. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.*
- *In the **Number of Fatalities column**, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.*
- *The **Goal and Outcome columns** relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).*
  - *In the **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.*
  - *In the **Actual Outcome column**, enter the actual outcome for the measurement period based upon the goal that was set.*
- *Include the data source and capture date in the narrative box provided below the tables.*
- *If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.*
- *The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.*

ALL CMV CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	308	345	308
01/01/2021	12/31/2021	361	345	361
01/01/2020	12/31/2020	359	297	359
01/01/2019	12/31/2019	383	224	383
01/01/2018	12/31/2018	340	226	340

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	17	20	17
01/01/2021	12/31/2021	29	20	29
01/01/2020	12/31/2020	16	26	16
01/01/2019	12/31/2019	21	25	21
01/01/2018	12/31/2018	14	26	14

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Other

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	12	7200	6385
01/01/2021	12/31/2021	17	7200	6262
01/01/2020	12/31/2020	6	7200	5905
01/01/2019	12/31/2019	12	7200	7756
01/01/2018	12/31/2018	7	7200	7248

Enter the data sources and capture dates of the data listed in each of the tables above.
Data Sources: A&I Online State Crash Records Download as of 6/14/2023 and A&I Activity Dashboard 7/31/2023.

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

The OCVE recognizes there are many challenges concerning the goals for reducing overall traffic crashes resulting in fatalities. Obtaining a crash reduction of 15% is ideal, but proves to be unrealistic. Florida's population and vehicle miles traveled increased 6.6% and 9.1% respectively between the years 2015 and 2019. Concurrently, OCVE maintains an 16% vacancy rate with sworn positions. Until our vacancy rate improves we will maintain our annual goal of a 3% decrease in crash fatalities.

Although the OCVE has a comprehensive commercial motor vehicle safety enforcement program, we have recognized that multiple studies show driver behavior as being a primary factor in commercial motor vehicle related crashes that lead to injuries and fatalities. Subsequently, the OCVE has responded with increased traffic enforcement efforts that have focused on dangerous driving behaviors such as, aggressive and careless driving, distracted driving, fatigued driving, speeding, and impaired driving through special operations incorporating Level III inspections. One of the primary challenges has been to identify specific details related to primary violations occurring, such as day of week, date, time, and locations where serious crashes are frequently occurring. The OCVE has utilized a combination of historical knowledge, citizen complaints, and data driven programs such as the Signal 4 Analytics and FHP's Arrive Alive programs to maximize available resources to proactively concentrate enforcement efforts on contributory violations identified in relation to the specific high crash areas (e.g., speeding and following too closely on the interstate).

The OCVE has continued to observe increased congestion along arterial roadways where most enforcement is conducted. One of our primary considerations while conducting roadside enforcement is to ensure the safety of our members and the motoring public, as many motorists have demonstrated they become distracted by police action on the roadside. Particularly in highly urbanized areas, the OCVE has worked with the FL-DOT to construct roadside pull-off areas along the interstate. Additionally, members have historically been instructed to transition traffic stops to safe locations to conduct roadside enforcement.

Many from the general public have misconceptions regarding the necessity and capabilities of commercial motor vehicle operations. While often seen as a nuisance on the roadway, commercial motor vehicles have continued to be essential for a strong economy. Drivers of passenger vehicles operating in proximity to property and passenger carriers have frequently demonstrated a disregard or lack of education for blind spots, stopping capabilities, and tracking capabilities of commercial motor vehicles. The OCVE has actively sponsored and/or participated in public awareness programs such as Arrive Alive, Safe DRIVE, No-Zone, Teens and Trucks, CVSA's Operation Safe Drive, Brake Safety Awareness Week, and Roadcheck. Outreach sources including public speaking, media interviews, public service ads, billboards, dynamic message boards, digital advertising, and electronic social networking applications have been utilized during these campaigns to educate the public about the value of the transportation industry and citizen safety in relation to commercial motor vehicle operations.

Each year Florida is impacted by unforseen events requiring large scale emergency response by law enforcement to safeguard life and property, such as weather events, wildland fires, civil unrests, or other disasters. FHP plays a vital role in Florida's emergency management response and members of the OCVE are deployed to impacted areas.

Narrative Overview for FY 2024 - 2026

Instructions:

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

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

The average number of statewide CMV related fatalities for calendar years 2018-2022 is 350 (baseline) per year as reported on A&I Online. The state has identified the top ten counties that alone averaged 49% of all CMV-related fatalities during the five-year period.

Top Ten Counties CY2018-2022 Fatalities	
County Name	**Average # Fatalities**
Miami-Dade	28
Hillsborough	26
Polk	21
Palm Beach	18
Orange	17
Broward	15
Duval	15
Marion	13
Lee	10
Lake	10

Enter the data source and capture date:
A&I Online State Crash Records Download as of 6/14/2023.

Projected Goal for FY 2024 - 2026:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2024	3
2025	3
2026	3

The State's crash reduction goal is to reduce CMV-related fatality crashes by 3% each year, or 9% by 2026. Baseline: 350 fatalities. 2024 goal: <340 fatalities; 2025 goal: <330 fatalities; 2026 goal: <320 fatalities.

Program Activities for FY 2024 - 2026: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

During normal and overtime hours, the OCVE will utilize patrol vehicles to conduct high visability enforcement efforts in High Crash Corridors (HCCs) throughout the state. Crash data will be utilized to identify current hot spots within each of these corridors in order to effectively focus enforcement efforts to reduce crashes.

Special attention will be given to work zone areas during HCC enforcement. High visibility and enforcement action for unsafe driving behaviors will occur within the work zones, and the congested areas immediately before and after work

zones.

Throughout the year the OCVE conducts special enforcement details in support of the Commercial Vehicle Safety Alliance (CVSA), such as the Human Trafficking Prevention program, International Roadcheck, Operation Airbrake, Operation Safe Driver, and the quarterly Safe DRIVE multi-state enforcement program. In addition, the OCVE directs each district to conduct at least two selective CMV enforcement details monthly.

In partnership with the FDOT, the OCVE uses force multiplier technology such as, tire anomaly and thermal imaging systems, and VWIM's to ennhance enforcement efforts.

Throughout the course of the year, up to 178 troopers will be assigned to the high crash corridors for a minimum of 8,000 combined enforcement hours with 7,200 contacts and 7,200 inspections annually.

County	Corridor
Miami-Dade	SR 826: Pinecrest to Golden Glades Interchange
Hillsborough	I-4: From I-275 to Polk County Line
	I-75: Manatee County Line to Pasco County Line
Polk	I-4: Hillsborough County Line to Osceola County Line
Palm Beach	I-95: Broward County Line to CR 708 in Martin County
Orange	Turnpike: Osceola County Line to Lake County Line
Broward	I-95: Miami-Dade County Line to Palm Beach County Line
Duval	I-95: FL/GA State Line to St. Johns/Flagler County Line
	I-10: Baker County Line to I-10/I-95 interchange
	I-295: I-95 North to I-95 South
	US-301: I-10 to Clay County Line
Marion	I-75: Sumter County Line to SR326
Lee	I-75: Collier County Line to Charlotte County Line
Lake	Turnpike: Orange County Line to Marion County Line
	US 27: Polk County Line to Sumter County Line
	SR 50: Orange County Line to Sumter County Line

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

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.
The OCVE staff conduct monthly reviews of Safetynet, A&I, and agency project activity reports to determine actual activity hours, number of contacts, number of violations, and type of violations captured. Supervisors may adjust work schedules to ensure satisfactory progress toward the goals of enforcement hours, contacts, and inspections.

Analysts will identify the number of injuries and fatalities in each hot spot prior to enforcement and compare the same data each quarter to determine the impact of enforcement efforts. Supervisors will adjust activities in enforcement locations within the designated corridors as necessary. A&I will be reviewed quarterly to determine if the overall CMV-related fatality reduction objective is being attained.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2024 - 2026. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 2018 - 2022

Inspection Types	2018	2019	2020	2021	2022
Level 1: Full	17659	22734	15507	17204	18398
Level 2: Walk-Around	42704	46856	37711	40451	37188
Level 3: Driver-Only	41639	39687	33179	34497	35802
Level 4: Special Inspections	34	8	60	13	1
Level 5: Vehicle-Only	355	344	431	378	381
Level 6: Radioactive Materials	0	0	0	0	0
Total	**102391**	**109629**	**86888**	**92543**	**91770**

Narrative Overview for FY 2024 - 2026

***Overview**:*

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

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

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.

FY2024

Improvement of overall CMV safety is expected by performing 114,317 driver/vehicle safety inspections during the grant year. 25% will be Level I inspections and driver focus will continue with 35% Level III inspections. Each of the 12 district offices will be provided with inspection goals to achieve for the year, dependent upon the number of officers assigned to each district. The OCVE is in the process of creating an online dashboard which will provide to members the status of completed inspections by troop, district, and individuals.

Troopers conduct safety inspections based on the Commercial Vehicle Safety Alliance's (CVSA) North American Standard Inspection procedures for Levels I-VII. OCVE policy states that an inspection will be performed on each CMV stopped. Determining which level of inspection will be conducted is based on several factors such as further observations of the driver and vehicle by the trooper; inspection of paperwork; past inspection history; OOS history; carrier safety scores, etc..

The OCVE continues to include contraband interdiction and human trafficking detection practices routinely during the inspection process. The OCVE participates in human trafficking awareness training conducted by members of Truckers Against Trafficking (TAT). The training provides a victim-centered approach and shows case studies of inspection and interdiction stops that uncovered human trafficking. The OCVE will continue with annual refresher training for members provided through our online iLearn training system. TAT wallet cards are distributed to CMV drivers at roadside and during outreach events to educate drivers on how to identify and report suspected human trafficking. TAT resource information is included in the language printed on each inspection. Victim advocates are assigned throughout troops. OCVE continues to participate in CVSA's Human trafficking Prevention Program.

The safety of members and the motoring public is a primary consideration while conducting roadside enforcement. Driver behavior is the focus during high crash corridor and traffic enforcements, with high numbers of Level III inspections being conducted during these initiatives. Members are encouraged to transition traffic stops to safe locations to conduct roadside enforcement. Fixed inspection facilities are utilized to focus on Level I inspections due to these safety concerns.

Data driven analytics provide crash data trends which are utilized to identify target areas in high crash corridors, work zones, rural agricultural regions, and during other special enforcement initiatives to promote effective enforcement activities to reduce CMV related crashes.

Please refer to the CMV Crash Reduction, Traffic Enforcement, Passenger Carrier, and State Specific objectives for further details pertaining to our general roadside inspection goals, including resource allocation for each objective.

Projected Goals for FY 2024 - 2026

Instructions for Projected Goals:

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

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

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

MCSAP Lead Agency

Lead Agency is: FLORIDA HIGHWAY PATROL

Enter the total number of certified personnel in the Lead agency: 255

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	26000	2190	501	28691	25.32%
Level 2: Walk-Around	40840	3172	727	44739	39.48%
Level 3: Driver-Only	36100	2923	669	39692	35.03%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	177	15	3	195	0.17%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	**103117**	**8300**	**1900**	**113317**	

MCSAP subrecipient agency

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

Subrecipient is:

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

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

Non-Funded Agencies

Total number of agencies:	2
Enter the total number of non-funded certified officers:	10
Enter the total number of inspections projected for FY 2024:	1000

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
MCSAP Lead Agency: FLORIDA HIGHWAY PATROL **# certified personnel: 255**					
Subrecipient Agencies: **# certified personnel: 0**					
Number of Non-Funded Agencies: 2 **# certified personnel: 10** **# projected inspections: 1000**					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	26000	2190	501	28691	25.32%
Level 2: Walk-Around	40840	3172	727	44739	39.48%
Level 3: Driver-Only	36100	2923	669	39692	35.03%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	177	15	3	195	0.17%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	**103117**	**8300**	**1900**	**113317**	

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

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

Projected Goals for FY 2025 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	99200	0	1000	100200
Enter total number of certified personnel	255	0	10	265
Projected Goals for FY 2026 Roadside Inspections				
Enter total number of projected inspections	99200	0	1000	100200
Enter total number of certified personnel	255	0	10	265

Part 2 Section 4 - Investigations

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

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

Trend Analysis for 2018 - 2022

Investigative Types - Interstate	2018	2019	2020	2021	2022
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	31	16			
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	**31**	**16**	**0**	**0**	**0**
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2018	2019	2020	2021	2022
Compliance Investigations					
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	18	7	0	0	0
CSA Off-Site	0	1	88	26	4
CSA On-Site Focused/Focused CR	36	34	27	50	59
CSA On-Site Comprehensive	179	219	450	103	105
Total Investigations	**233**	**261**	**565**	**179**	**168**
Total Security Contact Reviews	7	3	1	0	3
Total Terminal Investigations	3	1	2	0	22

Narrative Overview for FY 2024 - 2026

Instructions:

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

Projected Goals for FY 2024 - 2026

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

Projected Goals for FY 2024 - 2026 - Investigations						
	FY 2024		**FY 2025**		**FY 2026**	
Investigation Type	**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	240	0	240	0	240
CSA Off-Site	5	0	5	0	5	0
CSA On-Site Focused/Focused CR	20	0	20	0	20	0
CSA On-Site Comprehensive	5	0	5	0	5	0
Total Investigations	**30**	**240**	**30**	**240**	**30**	**240**
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.

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

<u>**FY2024**</u>

The OCVE's Compliance Investigation Unit (CIU) contributes to the primary mission of reducing the number and severity of commercial motor vehicle traffic crashes by providing education and enforcement to principals directly involved in the safety fitness of commercial motor vehicle operations.

The CIU utilizes most recent metrics provided by the FMCSA Portal, crash data, and similar factors to assign resources based on risk associated with commercial vehicle operations behavior.

CIU sergeants will coordinate with FMCSA prior to initiating a compliance investigation on an interstate motor carrier, or intrastate motor carriers of placardable amounts of hazardous materials, passengers, or household goods.

The OCVE has developed a new CI policy that mirrors FMCSA as much as possible to include consolidation orders, safety management plans, demand letters, imminent hazard dispositions, etc. Our penalty structure is set up according to Florida Statute 316.3025, 316.3026, and Florida Administrative Code 15B-15. The OCVE has expanded its program by adding four positions to the CIU (31 total personnel). All members of the CIU are sworn and are required to stay current with all FHP training. All members of the CIU also conduct safety audits on new entrant interstate carriers as part of the CVSP. Due to the shared responsibilities of investigations and audits, and in consideration of the influx of new carriers Florida has received, the CIU will maintain its current goals of 240 intrastate and 30 interstate compliance investigations on all high and moderate risk motor carriers. Based upon available staffing and reduced new entrant inventory, CIU members conduct additional interventions on motor carriers based upon the below criteria:

1) Just Cause in Order of Priority will be based on any single criterion or combination of criteria. Criteria (a)-(c) will be given the highest priority.

    a. Mandatory compliance investigations for new entrant motor carriers that are identified as high risk.

    b. CMV crashes involving a fatality where the post-crash inspection demonstrates that the CMV driver was at fault, defective equipment or cargo on the CMV was a causative factor, or other factors (i.e. motor carrier

record-keeping, moderate risk or higher) warrant a compliance investigation.

    c. CMV crashes involving a serious bodily injury where the post-crash inspection demonstrates that the CMV driver was at fault, defective equipment or cargo on the CMV was a causative factor, or other factors (i.e. motor carrier record-keeping, moderate risk or higher) warrant a compliance investigation.

    d. Significant hazardous material incident as outlined in HMR 171.16(a).

    e. Complaints on motor carriers assigned by the compliance investigation commander or higher authority.

    f. Complaints from the public of a non-frivolous nature received on a motor carrier that can be supported by BASICs, or other independent methods.

    g. Traffic crashes involving a fatality or serious bodily injury and the CMV driver is not at fault and the motor carrier currently exceeds threshold for one or more BASICs for crash, unsafe driving, hours of service, vehicle maintenance, or passenger carrier crashes involving injuries.

    h. Risk motor carriers.

    i. Carriers with acute and/or critical violations discovered within the previous 12 months.

    j. Non-compliance with insurance requirements.

    k. Additional interstate carriers as identified by FMCSA up to an increase of 20%.

2) Lists of identified carriers will be prioritized through ACE. The compliance investigation commander or designee will be responsible for reviewing the list of motor carriers and assigning compliance investigation members to conduct compliance investigations based on the priorities listed above.

3) Onsite compliance investigations may be conducted either remotely or at the carrier's principal place of business. The two types of compliance investigations are comprehensive (investigating all seven BASIC's) and focused (investigating fewer than seven BASIC's as applicable, determined by FHP Policy 1.09).

Due to the nature of operations involving commercial motor vehicles transporting passengers and vehicles transporting hazardous materials in cargo tanks, the CIU prioritizes educational and enforcement efforts toward those operations. Data provided in the BASICs organizes prioritization efforts and determines the appropriate level of intervention. The CIU requires Level I or Level V inspections for passenger carrying operations pursuant to FMCSA policy MC-ECS-2014-001.

Proper identification and oversight of HM carriers requiring a Hazardous Materials Safety Permit (HMSP) is made by a thorough review of the carrier's registration status via the carrier profile, and determination of the type and class of materials being transported.

Compliance investigations are assigned to the 25 members of the CIU. These members are also responsible for conducting new entrant safety audits; therefore, scheduling and work assignments occur during regular and overtime operations and are adjusted with emerging priorities.

The CIU implemented a trainer instructor program in order to train internal CIU members. Two members currently maintain National Training Center (NTC) instructor certifications in Investigative Safety Analysis and New Entrant Safety Audit for the department. All members in the CIU maintain certification standards for CVSA Parts A and B, General Hazardous Materials, Cargo Tank, Compliance Investigation and New Entrant Safety Audit. Some members maintain the Passenger Vehicle Inspection certification, as needed by the department. The department conducts in-service training routinely and will implement CSA phasing training as it is offered.

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.

Monthly progress will be evaluated using the CIU's database and MCMIS reports to compare actual CIs conducted.

Using training class rosters, track the number of troopers trained in each proficiency. Use quarterly inspection activity and Safetynet reports to determine if the trooper has completed the necessary inspections required for certification.

Part 2 Section 5 - Traffic Enforcement

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

Trend Analysis for 2018 - 2022

Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2022	12/31/2022	16044	6721
01/01/2021	12/31/2021	14105	5806
01/01/2020	12/31/2020	12355	12926
01/01/2019	12/31/2019	15224	11823
01/01/2018	12/31/2018	12480	12142

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

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

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		
01/01/2022	12/31/2022	9868	9672
01/01/2021	12/31/2021	10424	10385
01/01/2020	12/31/2020	9912	9890
01/01/2019	12/31/2019	10835	20406
01/01/2018	12/31/2018	12571	25099

Enter the source and capture date of the data listed in the tables above.
Data Source: FMCSA A&I Online; FHP-CAD-ENT Mobile Forms as of 7/28/2023.

Narrative Overview for FY 2024 - 2026

Instructions:

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

FY2024

In addition to our planned routine enforcement activities described in the crash reduction goal, the OCVE will use regular and overtime hours to conduct high visibility traffic enforcement waves each quarter throughout the state. These enforcement waves incorporate data driven analytics to maximize resources to conduct high visibility enforcement in high crash corridors targeting dangerous vehicle conditions and driver behaviors that contribute to serious CMV crashes to promote a safer driving environment. In addition, troopers suspend administrative duties and maximize patrol efforts in high crash and traffic areas during highly traveled holiday periods to enhance overall highway safety.

During these waves, up to 197 troopers and 34 supervisors will focus specifically on the driver behavior of CMVs and passenger vehicles around CMVs. Members will take enforcement action for violations of distracted driving; moving traffic laws/infractions; safety belt use; driver qualification and status; driver impairment; driver fatigue; and record of duty status.

The OCVE coordinates the quarterly enforcement activities with neighboring states for the purpose of conducting multi-state enforcement initiatives to promote safe CMV operation and reduce CMV related crashes. During the safety initiatives, the OCVE partners with the FHP Patrol Operations troops and uses their resources such as traditional FHP fixed-wing aircraft to conduct targeted enforcement details.

Special attention will be given to work zone areas during enforcement details. High visibility and enforcement action for unsafe driving behaviors will occur within the work zones, and the congested areas immediately before and after work zones.

Troopers are instructed to use CDLIS to identify drivers who are in a prohibited status within the Drug and Alcohol Clearing House (DACH).

In addition, the OCVE conducts special CMV inspection details throughout the state at and around FDOT fixed scale facilities focusing on fatigued and impaired drivers, contraband interdiction, and human trafficking to promote a safer environment on Florida's Interstate system.

The goal for traffic enforcement stops is 14,850 for CMVs; the goal for non-CMV stops is 7,150. The OCVE will update annual goals as personnel vacancy rates change.

Projected Goals for FY 2024 - 2026

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2024 - 2026. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

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

Yes	No	Traffic Enforcement Activities	Enter Projected Goals (Number of Stops only)		
			FY 2024	FY 2025	FY 2026
◉	○	CMV with Inspection	14850	14850	14850
○	◉	CMV without Inspection	0	0	0
◉	○	Non-CMV	7150	7150	7150
◉	○	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	4	4	4

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
114317	270	3500	118087	118087

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

The OCVE will track and record the number of enforcement hours, traffic stops conducted, and citations issued during each enforcement wave. Based on this information and any crash data available, the OCVE will make enforcement adjustments as necessary to achieve the enforcement objectives. For the purpose of identifying quarterly progress toward our objectives, the OCVE will conduct 5,500 traffic enforcement contacts per quarter as part of the high visibility enforcement and inspection waves.

Part 2 Section 6 - Safety Technology

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

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

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

Innovative Technology Deployment (ITD)

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

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

The technology:

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

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

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

Performance and Registration Information Systems Management (PRISM)

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

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

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, specific details must be included both in this section and in your Part 4 Spending Plan.

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

Avaliable data sources:

- The <u>Innovative Technology Deployment (ITD) website</u> 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 <u>PRISM Data and Safety Hub (DASH)</u> 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: FL Dept of Highway Safety & Motor Vehicles
Enter the agency name responsible for PRISM in the State: FL Dept of Highway Safety & Motor Vehicles

Narrative Overview for FY 2024 - 2026

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

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

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).
Quarterly PRISM reports will be submitted as required.

Part 2 Section 7 - Public Education and Outreach

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

Trend Analysis for 2018 - 2022

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

Public Education and Outreach Activities	2018	2019	2020	2021	2022
Carrier Safety Talks	18	9	115	212	204
CMV Safety Belt Education and Outreach			5	2	9
State Trucking Association Meetings	5	8	0	13	0
State-Sponsored Outreach Events			8	1	6
Local Educational Safety Events	84	60	37	51	69
Teen Safety Events	54	42	9	3	5

Narrative Overview for FY 2024 - 2026

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

Describe the activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road 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.
<p align="center">FY2024</p>

Public education and awareness efforts include MCSAP partners at all levels and require on-going participation. Outreach events are essential in advising the general public about sharing the road safely with CMVs. These activities raise the awareness of drivers of all ages and social groups of their responsibility in sharing the road.

Outreach activities will include educational information on work zone safety and human trafficking awareness and prevention. Where applicable, safe migrant worker transportation education will also be included. The messages provided with PSAs will also focus on these same topics. Truckers Against Trafficking wallet cards are distributed to CMV drivers at roadside and during outreach events to educate drivers on how to identify and report suspected human trafficking. Additionally, TAT resource information is included in the language printed on each inspection.

Local and teen events include safety belt education and oftentimes driver simulations. Events directed toward industry partners include carrier safety seminars, which are formal events open to all carriers and drivers who must register in advance. These educational events highlight a variety of specific safety topics including the safe transportation of migrant workers; safety in work zones; and awareness and prevention of human trafficking.

The OCVE will conduct a minimum of the following educational outreach events:

- 100 carrier safety presentations to include 12 safety seminars;
- 35 safety belt events;
- 10 state trucking association & other state sponsored events;
- 50 local educational events;
- 25 teen safety events.

The number of troopers assigned to each event will depend upon the number of attendees. Most events do not require more than one trooper.

Public service announcements (PSAs) will also be secured using billboards, digital advertisements targeted to traffic and CMV mobile apps, broadcast/internet radio, podcasts, or social media platforms to convey CMV-related safety messages.

The location and topics of focus for both in-person educational events, as well as public service announcements, will be determined using data driven factors. Regional crash data will be utilized to identify high crash areas of target groups such as prospective and elder drivers, and migrant worker transports.

Projected Goals for FY 2024 - 2026

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

			Performance Goals		
Yes	**No**	**Activity Type**	**FY 2024**	**FY 2025**	**FY 2026**
◉	○	Carrier Safety Talks	100	100	100
◉	○	CMV Safety Belt Education and Outreach	35	35	35
◉	○	State Trucking Association Meetings	3	3	3
◉	○	State-Sponsored Outreach Events	7	7	7
◉	○	Local Educational Safety Events	50	50	50
◉	○	Teen Safety Events	25	25	25

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.
Track the number of confirmed presentations using crowd estimates and attendee roster information on a monthly basis. Monthly reports from billboards and digital advertisements include the method of advertising, target audience, and estimated number of contacts (Eyes-on-Impressions, listening audience, number of "clicks", etc.).

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

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

SSDQ Compliance Status

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

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	No

Available data sources:

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

Enter the agency name responsible for Data Quality: FL DHSMV / Florida Highway Patrol

Enter the agency or agencies name responsible for DataQs: FL DHSMV / Florida Highway Patrol

Enter the agency name responsible for the Crash Data Repository: FL Dept of Highway Safety & Motor Vehicles

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

SSDQ Measure	Current SSDQ Rating	Goal for FY 2024	Goal for FY 2025	Goal for FY 2026
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Fair	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 Source: A&I Online as of 6/15/2023.

Narrative Overview for FY 2024 - 2026

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

FY2024

All measures remain in the Green category except the Fatal Crash Completeness measure, which dropped to the Yellow category in May 2023. This is due to the vacancy of one part-time data analyst postion during that time period. The OCVE is editing the records included in this measure and we expect the rating to change to Green within the current grant year.

Program Activities FY 2024 - 2026: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ. Also,

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

The OCVE will continue to utilize data analysts to manually edit erroneous information contained in crash and inspection records.

A full-time records analyst oversees the Request for Data Reviews (RDRs) within the DataQs system. The OCVE provides a 3-tiered review process for requestors, providing them an opportunity to challenge a response provided by the first or second level review. The first level review occurs with the local district command staff; second level reviews are provided by the regional troop commander; and a third and final review is provided by the chief of OCVE in conjunction with the local FMCSA division office if necessary.

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

The OCVE utilizes 3 Data Analysts who perform manual crash and inspection edits to maintain our SSDQ ratings, up to 4,200 hours annually.

Monitor A&I SSDQ ratings on a monthly basis.

Part 2 Section 9 - New Entrant Safety Audits

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

For the purpose of this section:

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

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

Yes	No	Question
◉	○	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.
◉	○	Does your State conduct Group safety audits at non principal place of business locations?
○	◉	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2018 - 2022

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

New Entrant Safety Audits	2018	2019	2020	2021	2022
Interstate	2512	2285	1829	2976	3524
Intrastate	2522	2293	1829	2976	3524
Total Audits	**5034**	**4578**	**3658**	**5952**	**7048**

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

Narrative Overview for FY 2024 - 2026

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency: FL DHSMV / Florida Highway Patrol

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	07/18/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	6733
Current Number of Past Dues	497

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

have effective safety management programs.

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

Projected Goals for FY 2024 - 2026

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

Projected Goals for FY 2024 - 2026 - New Entrant Safety Audits						
	FY 2024		**FY 2025**		**FY 2026**	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	700	0	700	0	700	0
# of Safety Audits (Offsite)	2794	0	2794	0	2794	0
# Group Audits	6	0	6	0	6	0
TOTAL Safety Audits	**3500**	**0**	**3500**	**0**	**3500**	**0**
# of Non-Audit Resolutions	937	0	937	0	937	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.

<u>**FY2024**</u>

The goal of Florida's new entrant program is to reduce the number and severity of crashes involving commercial motor vehicles by reviewing interstate carriers to ensure that they have effective safety management programs.

Florida proposes to conduct 3,500 Interstate new entrant safety audits within the statutory time frames by utilizing 25 full-time and one part-time new entrant investigators supervised by one captain, one lieutenant, and four sergeants. Administrative program efforts will be conducted by one or more full-time, non-sworn staff persons.

The OCVE adjusts staffing to address the influx of new entrants in our inventory, but unless new positions are added it is impossible to reach the full number in inventory. The OCVE reviews the new entrant inventory with our division office and keeps them apprised of staffing changes and our efforts.

Activity Plan for FY 2024 - 2026: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.
The OCVE plans to conduct 875 safety audits each quarter (3,500 total) within the required statutory time limits, as well as six group safety audits throughout the grant year.

Safety audits that qualify will be processed through the off-site new entrant initiative. Florida expects such participation will enhance the development of this project, which will provide another opportunity to improve efficiency within the new entrant safety audit program. Investigators will conduct on-site safety audits for those who do not qualify for off-site audits. Safety audits that require a further investigation will be reassigned as a compliance investigation.

Group safety audits will be scheduled and conducted throughout the year based on new entrant inventory and new entrant safety audit due dates.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.
The OCVE's new entrant supervising sergeants will review all audit reports for quality, completeness, and accuracy throughout the month and will hold monthly unit meetings to monitor progress toward the goals. Group safety audits will be scheduled at the start of each quarter.

The supervising sergeants will use FMCSA reports to monitor the timeline requirements in order to prevent overdue carriers from appearing in the inventory. In order to remediate the existing inventory of overdue safety audits, the sergeants will follow-up with their assigned investigators weekly to ensure that overdue safety audits are completed in a

timely manner and prioritized according to the length of time they have been overdue. However, the number of new entrants far exceeds the amount of staffing we currently have in place and we anticipate continued overdue safety audits.

Part 3 - National Emphasis Areas and State Specific Objectives

Part 3 Section 1 - Overview

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

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

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

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

Instructions:

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

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

> ***Your State's FY 2022 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 90.00%***
>
> *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

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 2024 - 2026

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

FY2024

The average number of statewide CMV Passenger Carrier (PC) related fatalities as reported in the Crash Statistics Module on A&I for CY 2018 through 2022 is 21 per year (baseline).

Projected Goals for FY 2024 - 2026: 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 2024, 2025 and 2026 must also be included.

The State's crash reduction goal is to reduce PC-related fatalities by 1 each year, or 3 by 2026.

Baseline: 21 fatalities

2024 goal: <20 fatalities

2025 goal: <19 fatalities

2026 goal: <18 fatalities

Program Activities for FY 2024 - 2026: Provide additional information regarding how these activities will be implemented.

The State will conduct 1,900 PC inspections during regular and overtime work hours, up to 3,800 combined enforcement hours annually. Currently, 128 troopers are certified to conduct PC inspections.

Special enforcement initiatives will focus on the safe transportation of seasonal migrant farm workers in rural areas. The counties and months in which peak harvest seasons occur have been identified for each troop. See the attached document "PC Peak Harvest Schedule".

February, May, July, and December typically see more passenger carriers on Florida's roadways in urban areas; therefore, we will designate one or more of these months as a Passenger Carrier focus month to increase inspection activity.

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.

Monthly review of Safetynet, A&I, and agency project activity reports to determine actual activity hours and number of PC inspections captured. Analysts will review crash data monthly to determine if our enforcement efforts are effective. Supervisors will adjust work schedules and locations to ensure satisfactory progress toward the goals. A&I will be reviewed at the end of the grant period to determine if the CMV PC-related fatality reduction objective is being attained.

Track the number of troopers trained to be certified to conduct PC inspections and use monthly inspection activity and Safetynet reports to determine if the trooper has completed the number of PC inspections required to obtain, or maintain, certification.

Part 3 Section 4 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2023 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2023 CVSP.

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

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

Activity #1

Activity: Describe State-specific activity conducted from previous year's CVSP.
Requests for Data Reviews (RDRs)

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
To respond to 100% of new RDRs within 10 business days of the initial request; close at least 90% of the requests within 14 business days; obtain an average length of time from Open to Close status under 7 days.

Actual: Insert year to date progress (#, %, etc., as appropriate).
CY 2022 Stats: Total RDRs: 1,948; Responded to within 10 business days: 100%; Closed within 14 business days: 90%; Average length Open to Close status: 5.8 days.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
Although RDRs increased by 6% from last year, the OCVE has not encountered major difficulties achieving the goals. We utilize one data analyst to respond to RDRs. The OCVE policy states that reviews requiring a response from the regional office where the inspection took place will be answered within five business days. Requestors are given the opportunity to request a second and third level review if they feel it is necessary.

Part 3 Section 5 - State Specific Objectives – Future

Instructions:

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

Describe any State-specific objective(s) identified for FY 2024 - 2026. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.
Hazardous Materials Transportation Safety

Narrative Overview for FY 2024 - 2026

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
The average number of CMV Hazardous Materials (HM) related fatalities for calendar years 2018-2022 is 11 (baseline) per year as reported on A&I Online.

Projected Goals for FY 2024 - 2026:
Enter performance goal.
During the grant year, the OCVE will reduce the number of HM related fatalities to less than 10 per year (baseline 11; goal less than 10).

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.
Currently, 200 troopers are certified to conduct HM inspections. While participating in HCC and traffic enforcement initiatives, along with special HM enforcement details, troopers will use regular and overtime hours to conduct 8,300 HM inspections during the grant year. The Hazardous Materials team will conduct one HM enforcement detail per quarter. Each detail will include two days of enforcement and up to 6 troopers will be assigned to each detail. The details will take place in ports of entry or near state boarders within the Panhandle and will include static and mobile enforcement. All stops conducted on HM CMVs will include the proper identification of HM Safety Permit (HMSP) carriers by review of the carrier profile and identification of goods transported.

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.
Monthly review of Safetynet, A&I, agency activity reports, and timesheets to determine activity hours and number of HM inspections performed. Supervisors may adjust work schedules and locations to ensure satisfactory progress toward the inspection goal. Track the number of troopers trained to be certified to conduct general HM inspections and use monthly inspection activity and Safetynet reports to determine if the trooper has completed the requirements for annual recertification.

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	$20,788,145.00	$1,094,113.00	$21,882,258.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$3,282,339.00
MOE Baseline:	$9,507,589.82

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):	$3,282,339.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MOE-Non Sworn Admin	23	0.0000	$39,816.00	$0.00	$0.00	$0.00	$915,768.00
MOE-Non Sworn Investigator	1	0.0000	$20,000.00	$0.00	$0.00	$0.00	$20,000.00
Sworn	255	40.0000	$97,883.00	$9,984,066.00	$8,889,953.00	$1,094,113.00	$14,976,099.00
Subtotal: Salary				**$9,984,066.00**	**$8,889,953.00**	**$1,094,113.00**	**$15,911,867.00**
Overtime Project Costs							
Trooper & Sgt	231	100.0000	$10,400.00	$2,402,400.00	$2,402,400.00	$0.00	$0.00
Subtotal: Overtime				**$2,402,400.00**	**$2,402,400.00**	**$0.00**	**$0.00**
TOTAL: Personnel				**$12,386,466.00**	**$11,292,353.00**	**$1,094,113.00**	**$15,911,867.00**
Accounting Method:	**Accrual**						

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

FY2024

All OCVE members are considered to work 100% of their time within the MCSAP program. The percentage of time shown in the chart above reflects the percent that will be sought for reimbursement. Please see below for a breakout of actual costs for each position category.

Sworn Salary: Sworn members (supervisor & non supervisor) conduct roadside inspections to meet the objectives of the projects to fulfill MCSAP reporting requirements. Supervisors oversee activities of projects.
He/she implements projects, supervises staff, and conducts activities to meet the objectives of the projects. Activities include: supervising daily operation of projects and staff, providing or coordinating staff training/technical assistance, coordinating staff work schedule/assignments, tracking and following up on procedures to meet quality assurance, tracking policy to ensure compliance, and performing inspections. 255 members at an average annual salary of $97,883.

255 members x 40% of time toward grant reimbursement x annual average salary of $97,883 = $9,984,066 total.

Federal Share: $8,889,953
State Share: $1,094,113 (full match)

Overtime: Allotted only to Troopers (197 members) and Sergeants (34 members), typically up to 12 hours per week (average is 4 hours per week or $10,400 annual average OT per member).

231 members x 100% of overtime x $10,400 annual average OT = $2,402,400 total eligible costs.

Federal Share: $2,402,400
State Share: $0.00
MOE: $ 0.00
==
The following personnel costs will contribute to MOE.

Sworn Salary: (see description above) 255 members x 60% of time toward MCSAP program (MOE) x annual average salary of $97,883 = $14,976,099

Federal Share: $0.00
State Share: $0.00
MOE: $14,976,099

<u>Administrative Staff Salary</u>: These members oversee the administrative functions of each regional office and troop headquarters and spend 100% of their time in support of the MCSAP program. 23 members at an average annual salary of $39,816.

23 members x 100% of time x annual average salary $39,819 = $915,768 total eligible costs.

Federal Share: $0.00
State Share: $0.00

MOE: $915,768

<u>Civilian Investigator Salary</u>: A non-supervisory civilian investigator conducts onsite and offsite safety audits to meet the objectives of the project. 1 part-time member at a rate of $20.00 per hour.

1 members x 100% of time x annual average salary $20,000 = $20,000

Federal Share: $0.00
State Share: $0.00
MOE $20,000

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: Actual Fringe Rate

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
MOE Sworn	61.9100	0.0000	$14,976,099.00	$0.00	$0.00	$0.00	$9,271,702.00
MOE-Non Sworn Admin	48.2600	0.0000	$915,768.00	$0.00	$0.00	$0.00	$441,949.00
Sworn	61.9100	100.0000	$8,889,953.00	$5,503,769.90	$5,503,769.90	$0.00	$0.00
TOTAL: Fringe Benefits				**$5,503,769.90**	**$5,503,769.90**	**$0.00**	**$9,713,651.00**

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

FY2024

The estimated fringe benefit rates are identified below; however, actual costs will be included in reimbursement requests.

	Sworn	Non-Sworn
Social Security Tax FICA (OASDI)	6.20%	6.20%

Workers Comp	5.77%	2.60%
Medicare Tax (HI)	1.45%	1.45%
Unemployment Comp	0.13%	0.13%
Retirement Blended Rates	19.06%	6.95%
Annual Leave	0.47%	0.47%
Health	24.81%	26.42%
Holiday Leave	3.85%	3.85%
State Group Life	0.13%	0.15%
Avg. Used Sick Leave	0.04%	0.04%
TOTAL	**61.91%**	**48.26%**

Fringe Calculation:

Sworn Fringe: 61.91 x 100% x $8,889,953 = $5,503,769.90 (Fringe Federal Share)

Please note in the above calculation: 100% actually reflects how much of the Base Amount will be used; it does not reflect the percentage of time spent on the grant. The Base Amount comes from the Salary line item which is already calculated based on 40% of a member's time spent on the grant; therefore, the fringe should not be reduced by yet another percentage. If we entered anything less than 100% then the "amount of time spent on the grant" would be reduced twice.

MOE:

MOE Sworn: $14,976,099 MOE salary x 61.91% rate = $9,271,702 MOE Fringe
MOE Admin Staff: $915,768 MOE salary x 48.26% rate = $441,949 MOE Fringe

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
Travel MOE	0	0	0.0000	$0.00	$0.00	$0.00	$906,075.00
TOTAL: Travel				**$0.00**	**$0.00**	**$0.00**	**$906,075.00**

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

FY2024

Travel costs are applied to MOE.

Estimated costs are based on past expenditures. Travel expenses are consistent with state travel policies and may include lodging, meals, per diem, airfare, baggage fees, parking, public transportation, rental car, taxi, etc. Related travel includes special enforcement details; training to obtain or maintain law enforcement and CVSA certification; conference attendance related directly to enforcement activity training and standardization (e.g., CVSA, COHMED, DIAP, IACP, NAIC); and conference attendance related directly to FMCSA programs (MCSAP, PRISM, Data Quality, Info Tech Systems, and ITD).

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
MOE	1	$496,000.00	0	$0.00	$0.00	$0.00	$496,000.00
Vehicles	23	$44,640.00	100	$1,026,720.00	$1,026,720.00	$0.00	$0.00
TOTAL: Equipment				**$1,026,720.00**	**$1,026,720.00**	**$0.00**	**$496,000.00**
Equipment threshold is $1,000							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.
FY2024

OCVE requests 23 new vehicles to conduct activities relating to our projects. These replacement vehicles have reached their useful life at 80,000 miles, or 8 years per the Florida Dept. of Management Services vehicle replacement policy (112 vehicles exceed the mileage threshold as of July 2023). These vehicles will be used only for MCSAP eligible purposes and are needed to fulfill the activities proposed in this application. The cost for purchasing a vehicle is based on our current procurement contract (23 x $44,640 = $1,026,720).

Equipment costs applied to MOE are based on past expenditures and may include computing devices; training equipment; information technology systems; scales; general purpose equipment.

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
MOE Supplies	1 Year	$1,706,346.00	0.0000	$0.00	$0.00	$0.00	$1,706,346.00
TOTAL: Supplies				**$0.00**	**$0.00**	**$0.00**	**$1,706,346.00**

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

FY2024

Supply costs are applied to MOE.

Estimated costs are based on past expenditures and may include office supplies; uniforms and related accessories; printers and ink; reference materials; computer accessories; and wireless devices.

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
Unknown		Contract	100.0000	$130,000.00	$130,000.00	$0.00	$0.00
Description of Services: Public Service Announcements							
Unknown		Contract	0.0000	$0.00	$0.00	$0.00	$1,460,639.00
Description of Services:							
TOTAL: Contractual and Subaward				**$130,000.00**	**$130,000.00**	**$0.00**	**$1,460,639.00**

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

FY2024

The OCVE will implement a comprehensive initiative to convey safety messages to commercial motor vehicle drivers and all other Florida motorists focusing on any of the following topics or groups: Our Roads/No Zone; work zone safety; safe transportation of migrant workers; drowsy driving/hours of service; and seatbelt use.

The OCVE will secure a combination of public service announcements placed on billboards statewide; digital advertisements targeted to commercial motor vehicles and drivers around CMVs, online and/or in, mobile applications and traffic mobile applications; broadcast and/or internet radio; and social media platforms, including Facebook, Twitter and Instagram. Motorists will be exposed to consistent safety messages on and off the roadway.

The calculation for the estimated cost of the public service announcements is based on past expenditures for Department of Highway Safety and Motor Vehicle (DHSMV) statewide safety campaigns. See the chart below for anticipated/budgeted expenditures.

Contractual Cost Spending Plan Narrative	
Description of Services	**Planned Expenditures**
Billboards Advertisements	$40,000
Digital In-App Advertisements	$40,000
Radio Advertisements	$30,000
Social Media Advertisements	$20,000
Total Contractual PSAs	**$130,000**

Safety Training Curriculum

Additionally, the OCVE will provide educational safety training material for download for commercial motor vehicle fleets and owner operators. Material will be made available for download on the DHSMV website in English and Spanish. Topics may include commercial motor vehicle safety information and information related to skills testing, medical information, hours-of-service regulation and any additional commercial motor vehicle topics. Associated costs will be applied to MOE.

Other MOE costs are based on past expenditures and may be related to consultants, IT staff, data analysis; temporary employment services; delivery service; records disposition service; equipment repairs, etc.

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
Modified Total Direct Costs (MTDC)	14.53	$17,254,365.00	$2,507,059.23	$2,507,059.23	$0.00
TOTAL: Indirect Costs			**$2,507,059.23**	**$2,507,059.23**	**$0.00**

Other Costs Project Costs

Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MOE	1 year	$1,825,421.00	0.0000	$0.00	$0.00	$0.00	$1,825,421.00
Fuel	1 year	$328,242.00	100.0000	$328,242.00	$328,242.00	$0.00	$0.00
TOTAL: Other Costs				**$328,242.00**	**$328,242.00**	**$0.00**	**$1,825,421.00**

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

FY2024

Fuel Costs: OCVE requests $328,242 for fuel costs based on previous year expenditures.

Other MOE costs are based on past expenditures. These expenses may include additional fuel; ITD O&M; administrative costs (utilities, phone lines, building maintenance); conference costs (registration fees, etc.); training tuition; speedometer, radar, and laser calibrations; and fleet cost (repairs).

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	$20,788,145.00	$1,094,113.00	$21,882,258.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$3,282,339.00
MOE Baseline:	$9,507,589.82

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MOE-Non Sworn Admin	$0.00	$0.00	$0.00	$915,768.00
MOE-Non Sworn Investigator	$0.00	$0.00	$0.00	$20,000.00
Sworn	$8,889,953.00	$1,094,113.00	$9,984,066.00	$14,976,099.00
Salary Subtotal	**$8,889,953.00**	**$1,094,113.00**	**$9,984,066.00**	**$15,911,867.00**
Trooper & Sgt	$2,402,400.00	$0.00	$2,402,400.00	$0.00
Overtime subtotal	**$2,402,400.00**	**$0.00**	**$2,402,400.00**	**$0.00**
Personnel total	**$11,292,353.00**	**$1,094,113.00**	**$12,386,466.00**	**$15,911,867.00**

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE Sworn	$0.00	$0.00	$0.00	$9,271,702.00
MOE-Non Sworn Admin	$0.00	$0.00	$0.00	$441,949.00
Sworn	$5,503,769.90	$0.00	$5,503,769.90	$0.00
Fringe Benefits total	**$5,503,769.90**	**$0.00**	**$5,503,769.90**	**$9,713,651.00**

Travel

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Travel MOE	$0.00	$0.00	$0.00	$906,075.00
Travel total	**$0.00**	**$0.00**	**$0.00**	**$906,075.00**

Equipment

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE	$0.00	$0.00	$0.00	$496,000.00
Vehicles	$1,026,720.00	$0.00	$1,026,720.00	$0.00
Equipment total	**$1,026,720.00**	**$0.00**	**$1,026,720.00**	**$496,000.00**

Supplies

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE Supplies	$0.00	$0.00	$0.00	$1,706,346.00
Supplies total	**$0.00**	**$0.00**	**$0.00**	**$1,706,346.00**

Contractual and Subaward

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Unknown	$130,000.00	$0.00	$130,000.00	$0.00
Unknown	$0.00	$0.00	$0.00	$1,460,639.00
Contractual and Subaward total	**$130,000.00**	**$0.00**	**$130,000.00**	**$1,460,639.00**

Other Costs

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE	$0.00	$0.00	$0.00	$1,825,421.00
Fuel	$328,242.00	$0.00	$328,242.00	$0.00
Other Costs total	**$328,242.00**	**$0.00**	**$328,242.00**	**$1,825,421.00**

Total Costs

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	**$18,281,084.90**	**$1,094,113.00**	**$19,375,197.90**	**$32,019,999.00**
Indirect Costs	$2,507,059.23	$0.00	$2,507,059.23	NA
Total Costs Budgeted	**$20,788,144.13**	**$1,094,113.00**	**$21,882,257.13**	**$32,019,999.00**

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	$20,788,145.00	$1,094,113.00	$21,882,258.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$3,282,339.00
MOE Baseline:	$9,507,589.82

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	$8,889,953.00	$1,094,113.00	$9,984,066.00	$15,911,867.00
;;;Overtime Subtotal	$2,402,400.00	$0.00	$2,402,400.00	$0.00
Personnel Total	$11,292,353.00	$1,094,113.00	$12,386,466.00	$15,911,867.00
Fringe Benefits Total	$5,503,769.90	$0.00	$5,503,769.90	$9,713,651.00
Travel Total	$0.00	$0.00	$0.00	$906,075.00
Equipment Total	$1,026,720.00	$0.00	$1,026,720.00	$496,000.00
Supplies Total	$0.00	$0.00	$0.00	$1,706,346.00
Contractual and Subaward Total	$130,000.00	$0.00	$130,000.00	$1,460,639.00
Other Costs Total	$328,242.00	$0.00	$328,242.00	$1,825,421.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	$18,281,084.90	$1,094,113.00	$19,375,197.90	$32,019,999.00
Indirect Costs	$2,507,059.23	$0.00	$2,507,059.23	NA
Total Costs Budgeted	**$20,788,144.13**	**$1,094,113.00**	**$21,882,257.13**	**$32,019,999.00**

Part 5 - Certifications and Documents

Part 5 Section 1 - Overview

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

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

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

Part 5 Section 2 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Gary L. Howze, II
2. What is this person's title? Director, Florida Highway Patrol
3. Who is your Governor's highway safety representative? Dave Kerner
4. What is this person's title? Director, FL DHSMV

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

◉ Yes

◯ Yes, uploaded certification document

◯ No

State Certification declaration:

I, Gary L. Howze, II, Director, Florida Highway Patrol, on behalf of the State of FLORIDA, 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? Jeffrey S. Dixon
2. What is the title of your certifying State official? Chief, FHP/OCVE
3. What are the phone # and email address of your State official? 850-617-2300 JeffreyDixon@flhsmv.gov

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

⦿ Yes

◯ Yes, uploaded certification document

◯ No

> I, Jeffrey S. Dixon, certify that FLORIDA 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

U.S. Department
of Transportation

**1200 New Jersey Avenue, S.E.
Washington, DC 20590**

**Federal Motor Carrier
Safety Administration**

August 12, 2022

Susan Carry, Chief Financial Officer
Florida Department of Highway Safety and Motor Vehicles
2900 Apalachee Parkway, RM A403
Tallahassee, FL 32399-0500

Re: Indirect Cost Rate Agreement No. 2023-01

Please find enclosed the Florida Department of Highway Safety and Motor Vehicles' indirect
cost rate agreement documents for your fiscal year ending June 30, 2023. This agreement
reflects a negotiated rate of **14.53%** applicable to direct salaries, wages and fringe benefits, that
may be used to support your claims for indirect costs on grants and contracts with the federal
government.

Please a set of documents signed by a duly authorized official of your organization and return
one set within fifteen calendar days of the date of this letter, while retaining the other set for your
files. Please send to the email listed below:

For any questions concerning this matter, please contact Lisa Ensley by email at
lisa.ensley@dot.gov, or by telephone at 202-366-1736.

Sincerely,

Carrie A. Hug
Chief Financial Officer
Federal Motor Carrier Safety Administration
US Department of Transportation

Enclosures

County	Troop	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FFY2022-2023 MCSAP													
PASSENGER CARRIER PEAK HARVEST SCHEDULE													
Alachua	I				WTM	WTM	WTM	WTM					
Calhoun	I								PNT	PNT			
Charlotte	J	CIT	CIT	CIT	CIT; WTM	CIT; WTM	WTM	WTM		CIT	CIT	CIT	CIT
Collier	J	CIT	CIT	CIT	CIT; WTM	CIT; WTM	WTM	WTM		CIT	CIT	CIT	CIT
Columbia	I								PNT	PNT			
Desoto	J	CIT	CIT	CIT	CIT; WTM	CIT; WTM	WTM	WTM		CIT	CIT	CIT	CIT
Flagler	I					POT	POT						
Gilchrist	I				WTM	WTM	WTM	WTM					
Glades	J	CIT; SGC	CIT; SGC	CIT; SGC	CIT; SGC; WTM	CIT; SGC; WTM	WTM	WTM		CIT; SGC	CIT; SGC	CIT; SGC	CIT; SGC
Hardee	J	CIT	CIT	CIT	CIT; WTM	CIT; WTM	WTM	WTM		CIT	CIT	CIT	CIT
Hendry	J	CIT; SGC	CIT; SGC	CIT; SGC	CIT; SGC; WTM	CIT; SGC; WTM	WTM	WTM		CIT; SGC	CIT; SGC	CIT; SGC	CIT; SGC
Highlands	J	CIT; SGC	CIT; SGC	CIT; SGC	CIT; SGC; WTM	CIT; SGC; WTM	WTM	WTM		CIT; SGC	CIT; SGC	CIT; SGC	CIT; SGC
Jackson	I								PNT	PNT			
Lake	I				WTM	WTM	WTM	WTM					
Levy	I				WTM	WTM	WTM	WTM					
Madison	I								PNT	PNT			
Manatee	J	CIT	CIT	CIT	CIT; WTM	CIT; WTM	WTM	WTM		CIT	CIT	CIT	CIT
Marion	I				WTM	WTM	WTM	WTM					
Martin	J	SGC	SGC	SGC	SGC	SGC				SGC	SGC	SGC	SGC
Okeechobee	J	CIT; SGC	CIT; SGC	CIT; SGC	CIT; SGC	CIT; SGC				CIT; SGC	CIT; SGC	CIT; SGC	CIT; SGC
Palm Beach	J	SGC	SGC	SGC	SGC	SGC				SGC	SGC	SGC	SGC
Putnam	I					POT	POT						
Santa Rosa	I								PNT	PNT			
St Johns	I					POT	POT						
Sumpter	I				WTM	WTM	WTM	WTM					
Suwannee	I				WTM	WTM	WTM	WTM					
All Counties	I	FOR	FOR	FOR	FOR	FOR	FOR	FOR	FOR	FOR	FOR	FOR	FOR

KEY:

CIT	**CITRUS**
FOR	**FORESTRY**
PNT	**PEANUTS**
POT	**POTATOES**
SGC	**SUGARCANE**
WTM	**WATERMELON**