



## **MICHIGAN**

### ***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.

Michigan State Police, Commercial Vehicle Enforcement Division (MSP/CVED)

**MISSION**

To provide the highest quality commercial vehicle enforcement and public safety services throughout Michigan.

**VISION**

A national leader in commercial vehicle enforcement and a partner in public safety, with a highly trained and specialized force that is mobile, flexible, and responsive to emerging public safety needs across Michigan.

## Part 1 Section 3 - MCSAP Structure Explanation

### Instructions:

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

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

The Michigan State Police (MSP), Commercial Vehicle Enforcement Division (CVED) is the state lead agency for commercial vehicle enforcement. MSP-CVED has participated in the MCSAP program since its inception and was a participant in the pilot project that was the forerunner to the MCSAP program.

Motor carrier officers (MCOs) in Michigan are sworn law enforcement officers who enforce all laws as they pertain to commercial vehicles and their drivers. MCOs also have limited enforcement powers with respect to certain criminal statutes that apply to the general public. MCOs primarily enforce the Federal Motor Carrier Safety Regulations (FMCSRs) and the Hazardous Material Regulation (HMR) as adopted by the Michigan Motor Carrier Safety Act of 1963.

In June 2012, changes were legislated which removed intrastate (non-CDL) vehicles from parts of the Michigan Motor Carrier Safety Act. These non-CDL intrastate commercial motor vehicles must still comply with parts 391-393 as adopted by the act. Because they are exempted from the requirements of 49 CFR, part 396, MSP-CVED elected to not perform North American Standard (NAS) inspections on these vehicles. In FY23 MSP-CVED started to perform NAS level III inspections on these intrastate vehicles documenting violations from Parts 391 and 392 only, this will help to capture driver violations and assist in meeting our CVSP goals. These inspections will be uploaded to MCMIS. Part 393 regulations will be enforced but not captured in the inspection software.

Michigan is an economically, environmentally, and demographically diverse state with an estimated population of 9.96 million citizens. Michigan has a total of 122,040 miles of roadway which includes; 89,609 miles of secondary roads, 9,649 miles of state trunk lines, and 1,240 miles of interstate highways.

Michigan is a major thoroughfare for international CMV traffic with Canada. Michigan has the second and fifth busiest border crossings in the nation for commercial vehicle traffic. Michigan has a total of five ports of entry from Canada including three bridges, one of which is privately owned, a tunnel, and a ferry service. These ports of entry each pose unique safety and security concerns. Michigan's international borders and roadways are used extensively for the transportation of a variety of HM products including highway route-controlled radioactive materials. Michigan's unique environment makes it vulnerable to HM incidents during transportation and potential security risks related to its international borders.

Michigan is a major producer of automobiles as well as agricultural products, lumber, oil and gas, and chemical manufacturing. This mix of industry and agriculture provides unique issues and opportunities for commercial motor vehicle enforcement programs.

MSP-CVED is the state MCSAP lead agency and does not supplement the program with sub-grantees. MSP-CVED currently has 106 MCOs, 11 Motor Carrier (MC) investigators, 27 MC sergeants, 4 MC lieutenants. MSP-CVED also has 5 non-sworn Vehicle Safety Inspector Safety Auditors who conduct inspections at weigh stations under the supervision of enforcement personnel. The aforementioned equal a total of 153 personnel who regularly conduct inspections at weigh stations, roadside, or at a carrier's place of business. In addition to enforcement of the FMCSRs and the HMR, MCOs are responsible for general traffic and regulatory compliance enforcement on commercial vehicles. This includes but is not limited to moving violations including drug and alcohol offenses, size, weight, operating authority, and vehicle registration requirements. MSP-CVED is planning a recruit school with 20 recruits starting in June of 2024.

All new items for FY2024 will be highlighted.

MSP-CVED has been able to use the additional funding from the BIL to continually strengthen our efforts to meet the goals of the NRSS, Zero Deaths, Fair and Equitable Enforcement, and the reduction of harmful pollutants. MSP-CVED continues to enhance our efforts utilizing technology to reduce crashes and protect the environment. Electronic screening technology reduces the amount of CMVs slowing for weigh stations and focusing enforcement on carriers and vehicles detected as having historical violations. Utilizing electronic screening tools also reduces the likely hood bias policing.

Although Michigan does not use sub-grantees, MSP-CVED currently authorizes 22 personnel in 17 non-funded local law enforcement agencies, including the Michigan Department of Transportation passenger carrier inspectors, to conduct NAS inspections in accordance with an inter-agency memorandum of agreement (MOA) with MSP-CVED.

## 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:	MSP/CVED
Enter total number of personnel participating in MCSAP activities	162
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	153
Traffic Enforcement Activities	145
Investigations*	16
Public Education and Awareness	150
Data Collection and Reporting	1
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	N/A
Enter total number of personnel participating in MCSAP activities	0
<b>National Program Elements</b>	<b>Enter # personnel below</b>
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:	17
Total # of MCSAP Participating Personnel:	22



## Part 2 - Crash Reduction and National Program Elements

### Part 2 Section 1 - Overview

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

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

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

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

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

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

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

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

## Part 2 Section 2 - CMV Crash Reduction

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

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

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

### Trend Analysis for 2018 - 2022

#### Instructions for all tables in this section:

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

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

**ALL CMV CRASHES**

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

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

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

eCVSP goal and outcome will be % of overall fatal crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2021	09/30/2022	95	10.30	8.60
10/01/2020	09/30/2021	84	10.30	7.56
10/01/2019	09/30/2020	91	10.30	8.72
10/01/2018	09/30/2019	93	10.30	10.10
10/01/2017	09/30/2018	108	10.30	11.10

**MOTORCOACH/PASSENGER CARRIER CRASHES**

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

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

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

Total Motor-Coach involved fatal Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2021	09/30/2022	5	0	5
10/01/2020	09/30/2021	5	0	5
10/01/2019	09/30/2020	4	0	4
10/01/2018	09/30/2019	6	0	6
10/01/2017	09/30/2018	12	0	12

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

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

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

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

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

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

Hazardous Materials CMV involved in a fatal crash

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2021	09/30/2022	4	0	4
10/01/2020	09/30/2021	0	0	0
10/01/2019	09/30/2020	1	0	1
10/01/2018	09/30/2019	7	0	7
10/01/2017	09/30/2018	2	0	2

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

ALL CMV CRASHES: The data source for these figures is Michigan's real-time crash data collection (TCRS) portal. The All CMV Crash section is based on the percentage CMV related fatal crashed in comparison to all fatal crashes within Michigan. Normally this adjusts to weather or economy changes with a region. The data in the chart is drastically affected by the COVID pandemic. Our prior eCVSP goal of 10.37 percent was based on normal traffic flows, FY20, 21, 22 were anomalies due to the COVID pandemic. Michigan's CMV related fatal crash rate for FY23 to date is 10.36 percent. A reduction goal of 15 percent over three years would make our goal 8.82% by 9/30/2026. Data is from the Michigan State Police crash data base and the FMCSA A&I Crash tool 06/29/2023 MOTORCOACH/PASSENGER CARRIER CRASHES: MSP-CVED's goal is zero deaths in a motorcoach each year. The data source for this section was taken from the A&I Crash Statistics website. 06/29/2023 HAZARDOUS MATERIALS (HM) CRASH: MSP-CVED's goal for FY24, 25, and 26 is zero fatal crashes involving a CMV carrying hazardous materials. Data Source: A&I crash data for placard required HM vehicle crashes retrieved 07/03/2023.

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

Historically Michigan's crash rates can vary from year to year due to circumstances such as the economy and weather. During the past three years Michigan has seen reduction in small vehicle traffic due to the pandemic and this artificially dropped our CMV related fatal crash rates. Traffic volumes are returning to prepandemic levels. MSP-CVED will use local crash data and e-screening technology to focus our efforts in the more critical areas to reverse the trend of rising crash rates. Each MSP-CVED district commander will be responsible for coordinating with their local Michigan Department of Transportation unit to work hand in hand to reduce construction zone crashes. Each district will also use real time crash data to deploy resources to high crash 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.**

For FY2018, the MSP-CVED shifted focus from reducing all CMV involved crashes to reducing CMV involved fatal crashes. This was due to a sharp increase in CMV involved fatalities in 2016, compared to CMV involved fatalities the previous years.

Excluding the pandemic years Michigan experienced a near constant trend of increasing fatal crashes. Michigan's fatal crash rate is below the national and regional averages but requires MSP-CVED's increased dedication to ensure driver compliance with hands free technology, speed and lane use laws, and hours of service regulations including the proper use of ELDs. MSP-CVED will work to continue the reduction in the percentage of fatal crashes involving CMVs compared to those not involving a CMV. MSP-CVED will dedicate resources on overtime to focus on specific problem areas, these areas will include work zones and high crash areas.

2015 85 CMV related fatal crashes 9.1% of the total state fatal crashes.

2016 100 CMV related fatal crashes 9.7% of the total state fatal crashes.

2017 107 CMV related fatal crashes 10.% of the total state fatal crashes.

FY18 108 CMV related fatal crashes 11.10% of the total state fatal crashes.

FY19 93 CMV related fatal crashes 10.1% of the total state fatal crashes.

FY20 91 CMV related fatal crashes 8.72% of the total state fatal crashes. This reduction was in part due to the reduced traffic during the pandemic.

FY21 84 CMV related fatal crashes 7.5% of the total state fatal crashes. Traffic volumes remained at a reduced level.

FY22 95 CMV related fatal crashes 8.6% of the total state fatal crashes. Traffic volumes remain reduced but trending upward.

FY23 to date (6/29/23) 64 CMV related fatal crashes 10.36% of the total state crashes. Traffic returning to prepandemic levels.

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

Michigan Traffic Crash Reporting System (TCRS) - 07/03/2023. TCRS is the data base for all crash reports involving motor vehicles in the state of Michigan. All Michigan law enforcement agencies upload crash reports to this data base. Michigan State Police Traffic Crash Reporting System is now part of Michigan Crash Analysis Application Tool (Mi-CAT). The Michigan State Police, Traffic Crash Reporting Unit, has contracted with a vendor, Numetric, to develop a traffic crash analysis and visualization application called the Michigan Crash Analysis Application (Mi-CAT). Mi-CAT can be used to query crash locations, view crash dashboards, create visualizations and charts, and search for UD-10 images.

#### Projected Goal for FY 2024 - 2026:

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

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

MSP-CVED will deploy resources based on CMV crash data with the goal of reducing CMV-involved fatal crashes in Michigan from a non-pandemic four-year average of 10.37 percent to 8.82 percent or below by September 30, 2026. The goal of 8.82 matches the expectation of a 15% reduction. The table above reflects the goal of 5% reduction each year for a three year total of 15%.

#### **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.**

As indicated in the Roadside Inspection, Traffic Enforcement, and Carrier Intervention Objectives, MSP-CVED projects to perform NAS Level I, II, III, and V inspections, traffic enforcement inspections, conduct carrier interventions, new entrant safety audits, and border enforcement activities statewide as follows:

MSP-CVED did not see a funding increase from FY23 to FY24, actually a decrease is expected. MSP-CVED is still experiencing staffing shortages, some areas of activity will not see a increase in FY24. MSP-CVED will optimistically be able to increase our productivity for FY25 and FY26.

Total Roadside Inspections: FY2024 52,000 an increase from 51,500.

Traffic Enforcement Inspections: 28,400 This was dramatically increased (32%) in FY23 and the goal will not be met in FY23. With current staffing shortages raising this objective does not make sense.

Carrier Interventions: 256 This number reflects the 20% increase requested by FMCSA in FY23, due to staffing levels this will not be increased in FY24.

New Entrant Audits: 800 this was increased by 350 in FY23. MSP-CVED is currently removing one carrier without an audit for every SA completed, due to this added work load and increase in safety audits completed is not practical.

Border Inspections: 1,200 MSP-CVED increased our commitment by 68% or 450 BEG inspections in FY23, due to staffing level this was increased by 100 in FY24.

Traffic Enforcement on MCSAP qualifying vehicles without inspections 5,880. This is a new part of our CVSP, the number of traffic stops, citations and verbal warnings will be reported quarterly.

MSP-CVED will attempt to add 20 new MCOs during FY24.

To support MSP-CVED's dedication to reduce CMV related crashes 3,200 hours of overtime will be directed towards enforcement activity aimed to help reduce CMV related crashes. MSP-CVED will dedicate these resources to "High Crash Corridors" and "Construction Zones" focusing on CMVs as defined in 390.5 and CVs as defined in MCL 257.7. High crash corridors will be determined by utilizing Mi-CAT. The Michigan State Police, Traffic Crash Reporting Unit, has contracted with a vendor, Numetric, to develop a traffic crash analysis and visualization application called the Michigan Crash Analysis Application (Mi-CAT). Mi-CAT can be used to query crash locations, view crash dashboards, create visualizations and charts, and search for UD-10 images. Construction zone enforcement will be associated with activities generated by Michigan Department of Transportation. Associated activity will be reported quarterly and will include the number of traffic stops, NAS inspections completed, and the number of citations and verbal warnings issued.

**Equitable Enforcement:** MSP-CVED officers are required to have reasonable suspicion a violation of law or regulation exists before any enforcement efforts can be undertaken. This means that an officer must have an articulable reasonable suspicion that a vehicle or one of its occupants is subject to seizure for violation(s) of the law. When and where available e-screening technology will be used to aid in our equitable enforcement practices. MSP-CVED conforms with the "Equitable Enforcement" practices FMCSA is requesting from all MCSAP recipients.

***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.***

MSP-CVED will use MI-CAT to report the number and percentage of CMV crashes and CMV involved fatal crashes as compared to all crashes, fatal and non-fatal reported in Michigan. The Michigan State Police, Traffic Crash Reporting Unit, has contracted with a vendor, Numetric, to develop a traffic crash analysis and visualization application called the Michigan Crash Analysis Application (Mi-CAT).

MSP-CVED will continue to use FMCSA's A&I Grant dashboard whenever possible.

MSP-CVED will use the FMCSA A&I Crash statistics tool for the Bus and HM categories.



## 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	12045	8128	9234	12084	7949
Level 2: Walk-Around	24776	20323	17467	21928	18995
Level 3: Driver-Only	23229	22955	22292	23950	22160
Level 4: Special Inspections	182	39	105	116	51
Level 5: Vehicle-Only	226	55	104	311	193
Level 6: Radioactive Materials	45	32	41	23	45
<b>Total</b>	<b>60503</b>	<b>51532</b>	<b>49243</b>	<b>58412</b>	<b>49393</b>

### 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.**

Iteris Inspect

**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.**

MSP-CVED is the state MCSAP lead agency and does not supplement the program with sub-grantees. MSP-CVED currently has 106 MCOs, 11 Motor Carrier (MC) investigators, 27 MC sergeants, 4 MC lieutenants. MSP-CVED also has 5 non-sworn Vehicle Safety Inspector Safety Auditors who conduct inspections at weigh stations under the supervision of enforcement personnel. The aforementioned equals a total of 153 personnel who regularly conduct inspections at weigh stations, roadside, or at a carrier's place of business. In addition to enforcement of the FMCSRs and the HMR, MCOs are responsible for general traffic and regulatory compliance enforcement on commercial vehicles. This includes but is not limited to moving violations including drug and alcohol offenses, size, weight, operating authority, and vehicle registration requirements. MSP-CVED allows other non-funded enforcement agencies and MDOT motor bus inspectors to conduct NAS inspections. MSP-CVED requires these agencies to be NAS certified prior to conducting inspections. MSP-CVED hosts mandatory refresher training for these agencies. There are currently 17 agencies and 22 NAS inspection-certified personnel conducting inspections.

MSP-CVED monitors inspection activity on a monthly basis. District Lieutenants generate reports and review inspection totals completed by each member of their district. Reports generated identify percentages of inspections completed by each level. District Lieutenants are provided with copies of inspection commitments indicated in the eCVSP annually.

**Equitable Enforcement:** MSP-CVED officers are required to have reasonable suspicion a violation of law or regulation exist before any enforcement efforts can be undertaken. This means that an officer must have an articulable reasonable suspicion that a vehicle or one of its occupants is subject to seizure for a violation of law. MSP-CVED conforms with the "Equitable Enforcement" practices FMCSA is requesting from all MSCAP recipients. Electronic screening equipment is used when available to aid in our equitable enforcement efforts.

**Climate Change:** MSP-CVED utilizes Drivewyze, PrePass, Smartview 360 and other similar type products to speed the selection process of CMVs needing to be inspected. These measures along with departmental policy and procedures that require vehicles to be turned off when not in use will drastically reduce the amount of time vehicles are idling at our weigh stations. By reducing the amount of time vehicles are idling we will have a positive effect on our environment and climate change.

**Rural Transportation Networks:** Michigan is primarily a rural state, MSP-CVED assigns officers to all regions regardless of the population or freeway infrastructure. During peak seasons of activity in these more rural areas additional resources (officers) are brought in from other areas. In our more northern regions commercial vehicle activity is reduced during winter months, these areas are also given extra resources during peak activity.

**Truckers Against trafficking:** MSP-CVED participates in the national Truckers Against Trafficking (TAT) campaign. Michigan also is active in numerous regional enforcement campaigns, if TAT is not the main focus our officers are trained to incorporate TAT awareness in all activities. All of our weigh stations are supplied with TAT brochures and information. Michigan is proud to be the home of the current Chair of the CVSA Truckers Against Trafficking committee.

**Drug Interdiction:** MSP-CVED will continue to maintain drug interdiction teams across the state, staffing levels do affect these efforts. We train our officers in interdiction techniques and annually send members to the MVCI conference. Drug and Criminal Interdiction training is mandatory for all new officers with in the first two years of service.

## 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:** MSP/CVED

**Enter the total number of certified personnel in the Lead agency:** 153

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	12628	215	32	12875	24.76%
Level 2: Walk-Around	16555	3050	40	19645	37.78%
Level 3: Driver-Only	19295	0	40	19335	37.18%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	50	15	40	105	0.20%
Level 6: Radioactive Materials	0	40	0	40	0.08%
<b>Sub-Total Lead Agency</b>	<b>48528</b>	<b>3320</b>	<b>152</b>	<b>52000</b>	

**MCSAP subrecipient agency**

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

**Subrecipient is:** N/A

**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	%
<b>Sub-Total Subrecipients</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Non-Funded Agencies**

Total number of agencies:	17
Enter the total number of non-funded certified officers:	22
Enter the total number of inspections projected for FY 2024:	1025

**Summary**

## Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
<b>MCSAP Lead Agency: MSP/CVED</b>					
<b># certified personnel: 153</b>					
<b>Subrecipient Agencies: N/A</b>					
<b># certified personnel: 0</b>					
<b>Number of Non-Funded Agencies: 17</b>					
<b># certified personnel: 22</b>					
<b># projected inspections: 1025</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	12628	215	32	12875	24.76%
Level 2: Walk-Around	16555	3050	40	19645	37.78%
Level 3: Driver-Only	19295	0	40	19335	37.18%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	50	15	40	105	0.20%
Level 6: Radioactive Materials	0	40	0	40	0.08%
<b>Total MCSAP Lead Agency &amp; Subrecipients</b>	<b>48528</b>	<b>3320</b>	<b>152</b>	<b>52000</b>	

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

Michigan's commitment that 15% of inspections conducted will be Level I is consistent with most other states in the Midwestern Service Center. Not all officers in Michigan are assigned to scale locations, thus resulting in a large percentage of true "roadside" inspections where a Level I inspection is not always safe or feasible.

**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	52000	0	1025	53025
Enter total number of certified personnel	153	0	22	175
Projected Goals for FY 2026 Roadside Inspections				
Enter total number of projected inspections	52000	0	1025	53025
Enter total number of certified personnel	153	0	22	175

## 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	2	5	3	3
Non-Rated Reviews (Excludes CSA & SCR)	1	1	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	65	77	133	149	127
CSA On-Site Comprehensive	25	43	51	63	44
<b>Total Investigations</b>	<b>91</b>	<b>123</b>	<b>189</b>	<b>215</b>	<b>174</b>
Total Security Contact Reviews	2	3	4	9	6
Total Terminal Investigations	0	0	8	4	3

Investigative Types - Intrastate	2018	2019	2020	2021	2022
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	4	3	5	6
Non-Rated Reviews (Excludes CSA & SCR)	5	0	1	0	1
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	13	73	30	12	33
CSA On-Site Comprehensive	8	8	7	41	29
<b>Total Investigations</b>	<b>26</b>	<b>85</b>	<b>41</b>	<b>58</b>	<b>69</b>
Total Security Contact Reviews	1	2	1	17	2
Total Terminal Investigations	0	0	0	0	1

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

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

**Projected Goals for FY 2024 - 2026**

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

Projected Goals for FY 2024 - 2026 - Investigations						
Investigation Type	FY 2024		FY 2025		FY 2026	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	3	0	3	0	3
Non-Rated Reviews (Excludes CSA & SCR)	0	5	0	5	0	5
CSA Off-Site	89	8	94	8	94	8
CSA On-Site Focused/Focused CR	88	25	93	25	93	25
CSA On-Site Comprehensive	15	23	15	23	15	23
<b>Total Investigations</b>	<b>192</b>	<b>64</b>	<b>202</b>	<b>64</b>	<b>202</b>	<b>64</b>
Total Security Contact Reviews	3	3	3	3	3	3
Total Terminal Investigations	0	0	0	0	0	0

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

MSP-CVED will work with FMCSA to conduct motor carrier and HM shipper/carrier interventions, and cargo tank facility reviews as indicated in the table. These will include CSA investigations of prioritized interstate and intrastate motor carriers, shipper/carriers, cargo tank facilities, and non-frivolous carrier complaints. Michigan will reevaluate the number of off-site interventions completed each year to comply with changes made in policy regarding the eligibility of focused interventions.

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

MSP-CVED will conduct carrier interventions and cargo tank facility reviews as outlined in the table above. MSP-CVED will provide regular, specialized, and update training as needed for personnel conducting investigations. MSP-CVED is experiencing a shortage in our officer rank and this affects our investigators as well. MSP-CVED plans to start FY24 with 9 investigators, this is 2 below our previous average staffing of 11 investigators. MSP-CVED increased our commitment in FY23 by 20% as directed, due to staffing shortages we will not see an increase in our commitment again until FY25 and again in FY26. MSP-CVED is not able to fully staff our investigative section due to staffing shortages, with the extra MCSAP funding, overtime will be deployed to try to meet our goal which meets the 20% increase requested.

**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.**

MSP-CVED will report the number and type of investigations completed and progress toward the goal each quarter. MSP-CVED will report our activity using FMCSA A&I grant activity dashboard. Discrepancies have been noted in these reports, specifically between FMCSA A&I activity dashboard and MCMIS, we will monitor this going forward to ensure accuracy. MSP-CVED supervisory staff monitors the activity of our investigators to ensure timeliness of their assignments and accuracy of the reviews being submitted. MSP-CVED works closely with FMCSA staff assigned to Michigan to accomplish our common goal of reducing CMV related fatalities and eliminating bad carriers.

## 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		
10/01/2021	09/30/2022	24147	35851
10/01/2020	09/30/2021	29950	41415
10/01/2019	09/30/2020	24757	33191
10/01/2018	09/30/2019	24759	31767
10/01/2017	09/30/2018	25132	12129

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

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

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

As indicated below, Michigan does not conduct CMV traffic enforcement stops without an inspection. The FMCSA Activity Dashboard is used to report traffic enforcement inspections. Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 5/29/2020, including current year-to-date information for FY2020. The data presented above are accurate as of this date, but are subject to updates as new or additional information may be reported to MCMIS following the snapshot date.

### 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](#).

MSP-CVED has 117 MC officers/investigators dedicated to CVED's roadside enforcement program and 27 MC sergeants and 4 MC lieutenants who are certified to conduct at a minimum Level III inspections in addition to their regular administrative duties. MSP-CVED CMV enforcement program uses various funding sources for the purpose of reducing CMV-related crashes and fatalities, and for the protection of the highway transportation infrastructure. In Michigan, MC officers and investigators are employed solely for CMV enforcement and do not have the responsibility to conduct enforcement activities on non-CMVs except in certain narrowly specified circumstances (i.e. operating under the influence of drugs/alcohol). In these situations, enforcement activities are not charged to the MCSAP grant, and not used for the state's share or MOE.

MSP-CVED, in its continuing efforts to reduce fatalities, will be utilizing funds from our enhanced MCSAP grant to focus on **high crash corridors**. This includes areas designated as **"work zones"** by the Michigan Department of Transportation. Crash reduction efforts will focus on drivers engaging in high risk behaviors such as speeding, driving while impaired, distracted, and driving while fatigued.

High crash corridors will be determined by utilizing Mi-CAT. The Michigan State Police, Traffic Crash Reporting Unit, has contracted with a vendor, Numetric, to develop a traffic crash analysis and visualization application called the Michigan Crash Analysis Application (Mi-CAT). Mi-CAT can be used to query crash locations, view crash dashboards, create visualizations and charts, and search for UD-10 images. Associated activity will be reported quarterly and will include the number of traffic stops, NAS inspections completed, and the number of citations and verbal warnings issued.

**Projected Goals for FY 2024 - 2026**

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

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

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	28400	29000	29000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	0	0	0

**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.**

MSP-CVED uses the data provided in the FMCSA A&I Activity Dashboard to report progress toward meeting the Traffic Enforcement Objective

Utilizing the new Traffic Enforcement criteria MSP-CVED historically averages 47% of all inspections are traffic enforcement. **Our latest trend has been 50% our goal will be 54% or 28,400 Traffic Enforcement inspections.**

MSP-CVED will report the number of traffic stops, NAS inspections, citations and verbal warnings issued during the MCSAP Crash Reduction/Work Zone Safety efforts on focused patrols.

MSP-CVED will now conduct NAS level III inspections on intrastate non-CDL vehicles. Due to a change in Michigan's Public Act 480.11 in 2012 these vehicles are only subject to Parts 391, 392, 393. Due to the increase in fatal accidents and FMCSA's desire for data on all CMV drivers we will once again complete an NAS III inspection that will be uploaded to MCMIS on these vehicles capturing driver violations. This renewed focus aligns with FMCSA's desire to increase the focus on trucks under 14,000lbs. Although some companies may not have a USDOT number by uploading the inspection with no USDOT number the driver and associated violations will be search able. Having a means of collecting and sharing driver violations was a key factor in this effort.

MSP-CVED will begin tracking and reporting enforcement efforts (non-traffic) on MCSAP qualifying vehicles that no inspection report was completed on. MSP-CVED will report the number of traffic stops, citations, and verbal warnings issued quarterly. MSP-CVED's enhanced officer daily program gives supervisors direct and timely reports accurately depicting each officers activity. Enforcement activity is separated and reported by the following types: MCSAP with inspection, MCSAP without inspection and non-MCSAP qualifying. At this time non-MCSAP qualifying is not part of our MCSAP grant and therefore is not reported. MSP-CVED is a single focus law enforcement division, by state statute regulated to commercial vehicle activities. Commercial vehicle defined in state law includes all motor vehicles used for the transportation of passengers for hire, or constructed or used for transportation of goods, wares, or merchandise, and all motor vehicles designed and used for drawing other vehicles that are not constructed to carry a load independently or any part of the weight of a vehicle or load being drawn.

## Part 2 Section 6 - Safety Technology

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

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

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

### Innovative Technology Deployment (ITD)

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

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

The technology:

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

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

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

### Performance and Registration Information Systems Management (PRISM)

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

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

### Safety Technology Compliance Status

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

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

Available data sources:

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

**Enter the agency name responsible for ITD in the State:** MSP/CVED

**Enter the agency name responsible for PRISM in the State:** Michigan Dept. of State, IRP Unit

***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.).***

MSP-CVED meets the requirements of PRISM, MSP-CVED is at the enhanced level of participation as of July 16, 2019.

***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.***

MSP-CVED will continue to work with the Michigan Department of State to identify Out of Service carriers and reincarnated carriers and take appropriate enforcement action.

***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).***

MSP-CVED will conduct ongoing monitoring and submit quarterly PRISM reports 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-CMV's that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

### Trend Analysis for 2018 - 2022

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

Public Education and Outreach Activities	2018	2019	2020	2021	2022
Carrier Safety Talks	108	127	73	46	78
CMV Safety Belt Education and Outreach	0	0	0	0	0
State Trucking Association Meetings	0	0	0	0	0
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	0	0	0	0	0
Teen Safety Events	0	0	0	0	0

### Narrative Overview for FY 2024 - 2026

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

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

The Michigan Center for Truck Safety (MCTS) is funded through the Michigan Truck Safety Commission (MTSC), by Michigan truck registration fees, to provide CMV safety outreach in Michigan. The MCTS conducts educational programs for new carriers and drivers, conducts Driver Performance Measure (DPM) driver evaluations, sponsors various safety education events addressing seatbelt use, teen driver, following too closely, and publishes the Michigan Truck Operators Guidebook.

Because the MCTS exists, the MSP-CVED can narrow its focus to educational outreach for motor carriers on topics related to the CMV safety and regulatory compliance from an enforcement perspective. MSP-CVED conducts many carrier safety talks each year for individual carriers upon request, and at multiple industry association functions such as the Michigan Logging Expo, the Michigan Ag Expo, and others. Topics include CDL, hours of service, drug and alcohol issues, hazardous material, human trafficking, distracted driving, work zone safety, and what to expect during a roadside inspection. MSP-CVED staff giving presentations are supplied with TAT materials to hand out as well. MSP-CVED is represented on the MTSC board, and provides input on CMV safety issues. MSP-CVED also engages in special truck enforcement initiatives which are funded through the MTSC and other sources. Because funding is provided by other sources for these activities, they are not reported in the CVSP.

MSP-CVED will continue to provide carrier outreach in this manner as long as the MCTS is funded and provides education and outreach addressing CMV safety. MSP-CVED will increase the public outreach program from 60 each year to 80. MSP-CVED will utilize FMCSA messaging handouts when applicable.

MSP-CVED in an effort to expand our outreach will exam the effectiveness of digital message boards that can be installed at our weigh stations. CMV driver distraction from the signs along with installation challenges will be evaluated before the project begins. Electronic media is part of MCSAP messaging, if we proceed with this project and MCSAP funds are used progress will be reported quarterly. MSP-CVED is represented at bimonthly meetings with the Motor Carrier Advisory Board (MCAB) and the Michigan Truck Safety Commission (MTSC).

### Projected Goals for FY 2024 - 2026

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

			Performance Goals		
Yes	No	Activity Type	FY 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	80	80	80
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	State Trucking Association Meetings	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	State-Sponsored Outreach Events	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Local Educational Safety Events	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events	0	0	0

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

MSP-CVED will provide educational programs/presentations to the transportation industry, general public, and law enforcement personnel as indicated above, and will report each quarter, the number of programs/presentations conducted. MSP-CVED works closely with the Michigan Trucking Association and assists them with presentations.

## 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:** Michigan State Police

**Enter the agency or agencies name responsible for DataQs:** Michigan State Police CVED

**Enter the agency name responsible for the Crash Data Repository:** Michigan State Police

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

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

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

Data current as of July 16, 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.).

NA

**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.

MSP-CVED will monitor SSDQ on a quarterly basis. MSP-CVED has one FTE assigned to handle DataQs upon receipt. Crash challenges are sent to the MSP Criminal Justice Information Center, they process all crash reports. If the DataQ cannot be answered by headquarters staff the officer involved and his supervisor are asked for their response along with

supporting documents, this includes a review of the body worn camera. If the challenger is not satisfied with our response and chooses to appeal the matter it is handled by the state FMCSA office.

***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.***

MSP-CVED has one lieutenant assigned to oversee our technology and data sections. Weekly meetings are held with staff to monitor the inventory and flow of our DataQs along with data transfer to the MCMIS data bases. Weekly reports, including data transfer and quality, are also received from crash data, IRP, and IFTA. All DataQs not resolved on the initial submission are reviewed by the section lieutenant.



## Part 2 Section 9 - New Entrant Safety Audits

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

For the purpose of this section:

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

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

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

### Trend Analysis for 2018 - 2022

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

New Entrant Safety Audits	2018	2019	2020	2021	2022
Interstate	521	642	653	698	1010
Intrastate	0	0	0	0	0
<b>Total Audits</b>	<b>521</b>	<b>642</b>	<b>653</b>	<b>698</b>	<b>1010</b>

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

### Narrative Overview for FY 2024 - 2026

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency: MSP-CVED

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: <a href="#">New Entrant website (NEWS)</a>	
Date information retrieved from NEWS Dashboard to complete eCVSP	07/17/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	1784
Current Number of Past Dues	329

**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)	64	0	64	0	64	0
# of Safety Audits (Offsite)	736	0	736	0	736	0
# Group Audits	0	0	0	0	0	0
<b>TOTAL Safety Audits</b>	<b>800</b>	<b>0</b>	<b>800</b>	<b>0</b>	<b>800</b>	<b>0</b>
# of Non-Audit Resolutions	900	0	850	0	800	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.

In order to accomplish the goal of reducing the number and severity of CMV-related crashes, injuries, and fatalities, MSP-CVED proposes to conduct offsite and onsite safety audits on Michigan-domiciled interstate carriers, and conduct offsite safety audit on Canadian-domiciled carriers on behalf of the FMCSA Michigan Division, within the parameters of the program.

MSP-CVED will continue to perform offsite Canadian Carrier Audits in FY24, 25, and 26 at a pace dictated by the inventory available.

The monthly trend analysis report supported the commitment to increase the number of Safety Audits completed by MSP-CVED in FY23 to 800. MSP-CVED will continue its commitment of completing 800 Audits in FY24, 25, 26. Historically MSP-CVED averaged 47% of the carriers contacted were removed from the process without an audit completed. Today MSP-CVED is removing one carrier for every audit completed. These removals can be very time consuming and therefore our goal of 800 was not increased. If the number of carriers removed from the process without an audit drops back to around 50% we will increase our completed goal. During FY22/23 two new auditors were hired and trained to assist with this program. MSP-CVED will commit to use overtime with our auditors and investigators if needed to reduce our overdue audits.

**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.

To meet performance objectives, MSP-CVED currently utilizes five civilian FTE auditors to conduct safety audits and MC Investigators on a part-time basis to complete safety audits. MSP-CVED will utilize a portion of the extra grant money to pay overtime as a tool to lower the inventory and overdue audits.

**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.

MSP-CVED will review the new entrant inventories and activities on a monthly basis to ensure that the program successfully meets the objectives and measurable performance goals as outlined in the goals, objectives, and activities sections above.

MSP-CVED will report the following:

- Number of new entrant safety audits completed
- Number of motor carriers entering the program
- Number of overdue carriers
- Number of carriers exiting the program without a safety audit
- Progress towards completing the projected number of safety audits.

MSP-CVED will pay particular attention to the A&I monthly trend report concerning the new entrant carrier inventory in an attempt to prepare for significant changes in the number of new entrant safety audits that are forthcoming.

## Part 2 Section 10 - Border Enforcement

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

### Trend Analysis for 2018 - 2022

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

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

Inspection Types	2018	2019	2020	2021	2022
Level 1: Full	379	58	55	78	66
Level 2: Walk-Around	1093	584	343	476	726
Level 3: Driver-Only	1191	206	77	203	274
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	0	0	0	0	0
Level 6: Radioactive Materials	19	46	27	33	35
<b>Total</b>	<b>2682</b>	<b>894</b>	<b>502</b>	<b>790</b>	<b>1101</b>

### Narrative Overview for FY 2024 - 2026

☐ The State chooses not to engage in border enforcement activities in FY 2024 - 2026. If this box is checked, no additional narrative is necessary in this section.

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

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

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

Check all objectives that apply (minimum of 1):

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

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

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

**Projected Goals for FY 2024 - 2026**

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

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

<b>Projected Goals for FY 2024 - 2026 - Border Enforcement</b>			
	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>
Number of International Commerce Regular CMV	1120	1220	1220
Number of International Commerce HM	70	70	70
Number of International Commerce Passenger	10	10	10
<b>Total International Commerce Inspections</b>	<b>1200</b>	<b>1300</b>	<b>1300</b>
Number of Fixed Facility International Inspections	0	0	0
Number of Non-Fixed Facility International Inspections	1200	1300	1300
Traffic Enforcement	0	0	0
Strike Force Activities (CMVs)	0	0	0
Strike Force Activities (Passenger CMVs)	0	0	0

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

MSP-CVED will conduct international commerce inspections at the international border crossings located within the state. The crossings are as follows:

Sault Ste. Marie International Bridge, Sault Ste. Marie, Michigan  
 Blue Water International Bridge, Port Huron, Michigan  
 Detroit-Windsor Tunnel, Detroit, Michigan  
 Ambassador Bridge, Detroit, Michigan  
 Detroit-Windsor Truck Ferry, Detroit, Michigan

The international borders are adjacent to Canada. The borders are in the following MSP-CVED Districts: 2nd, 3rd & 8th District(s). MSP-CVED has had staff shortages in the areas of our border crossings. It is our goal to increase staffing and increase our international border activities as indicated in our FY24, FY25, and FY26 goals. Upon the completion of the Gordy Howe bridge between Windsor and Detroit MSP-CVED will explore the possibility of increasing our commitment in this area.

**Activity Plan for FY 2024 - 2026:** Describe the specific activities planned to reach border enforcement goals.

MSP-CVED will conduct international commerce inspections at the international border crossings located within the state as indicated earlier. MSP-CVED will fund these activities with overtime hours to give the officers a singular focus, international commerce. MSP-CVED will continue with our Level VI program, inspecting all radioactive shipments and the point of entry. MSP-CVED will inspect a minimum of ten motorcoachs per year at the point of entry from Canada.

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

MSP-CVED will report the number of border enforcement inspections completed and progress made toward the goal. The data used to report our progress will be gathered from FMCSA A&I grant activity dashboard.

**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: 100.00%**

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

**Check this box if:**

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

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

*FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.*

**Check this box if:**

☒ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

**Part 3 Section 4 - State Specific Objectives – Past****Instructions:**

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

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

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

**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.*



## 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	\$13,791,222.00	\$725,854.00	\$14,517,076.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,177,561.00
MOE Baseline:	\$3,083,837.50

## Part 4 Section 2 - Personnel

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

**Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.**

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

**Note:** Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

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

### Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,177,561.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Accounting Technician	1	5.0000	\$60,740.16	\$3,037.00	\$2,885.16	\$151.84	\$0.00
Secretary	1	15.0000	\$61,755.20	\$9,263.28	\$8,800.12	\$463.16	\$0.00
Financial Analyst	1	23.2500	\$82,947.94	\$19,285.39	\$18,321.12	\$964.27	\$0.00
NEP - Vehicle Safety Inspectors	5	100.0000	\$74,346.51	\$371,732.55	\$353,145.92	\$18,586.63	\$0.00
NEP - Motor Carrier Investigator	11	2.0000	\$72,484.24	\$15,946.53	\$15,149.20	\$797.33	\$0.00
Motor Carrier Sergeants	25	18.0000	\$83,590.34	\$376,156.53	\$357,348.70	\$18,807.83	\$0.00
Motor Carrier HQ Sergeants	2	95.0000	\$83,730.70	\$159,088.33	\$151,133.91	\$7,954.42	\$0.00
Motor Carrier Officer Recruits	20	58.0000	\$48,818.02	\$566,289.03	\$537,974.57	\$28,314.46	\$0.00
Motor Carrier Lieutenants	2	80.0000	\$95,387.55	\$152,620.08	\$144,989.07	\$7,631.01	\$0.00
Accountant Manager	1	40.0000	\$100,127.04	\$40,050.81	\$38,048.27	\$2,002.54	\$0.00
Motor Carrier Officers	106	25.6200	\$67,777.13	\$1,840,637.07	\$1,748,605.22	\$92,031.85	\$2,073,051.53
Motor Carrier Investigators	11	95.0000	\$72,384.26	\$756,415.51	\$718,594.73	\$37,820.78	\$0.00
Motor Carrier Field Lieutenants 14	3	45.0000	\$95,387.55	\$128,773.19	\$122,334.53	\$6,438.66	\$0.00
Department Technician 9	1	100.0000	\$61,836.67	\$61,836.67	\$58,744.84	\$3,091.83	\$0.00
<b>Subtotal: Salary</b>				<b>\$4,501,131.97</b>	<b>\$4,276,075.36</b>	<b>\$225,056.61</b>	<b>\$2,073,051.53</b>
Overtime Project Costs							
MCSAP Scheduled Crash Reduction OT	1	100.0000	\$238,657.76	\$238,657.76	\$226,724.87	\$11,932.89	\$0.00
NEP-Vehicle Safety Inspector Overtime	1	100.0000	\$92,192.00	\$92,192.00	\$87,582.40	\$4,609.60	\$0.00
BEG-Motor Carrier Officers-Scheduled Overtime	1	100.0000	\$73,845.00	\$73,845.00	\$70,152.75	\$3,692.25	\$0.00
MCSAP Scheduled Level I Inspection OT	1	100.0000	\$172,305.00	\$172,305.00	\$163,689.75	\$8,615.25	\$0.00
Motor Carrier Officers, Investigators, Sergeants-Incidental Overtime	1	100.0000	\$197,118.00	\$197,118.00	\$187,262.10	\$9,855.90	\$0.00
MCSAP HQ Sergeant Scheduled Inspection OT	4	100.0000	\$23,958.00	\$95,832.00	\$91,040.40	\$4,791.60	\$0.00
MCSAP HQ Lieutenant Scheduled Inspection OT	1	100.0000	\$6,804.00	\$6,804.00	\$6,463.80	\$340.20	\$0.00
<b>Subtotal: Overtime</b>				<b>\$876,753.76</b>	<b>\$832,916.07</b>	<b>\$43,837.69</b>	<b>\$0.00</b>
<b>TOTAL: Personnel</b>				<b>\$5,377,885.73</b>	<b>\$5,108,991.43</b>	<b>\$268,894.30</b>	<b>\$2,073,051.53</b>
<b>Accounting Method:</b>	<b>Modified Accrual</b>						

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

#### MCSAP and BEG

MSP-CVED has 185 potential enforcement personnel and six administrative personnel that perform MCSAP eligible activities that will be charged to MCSAP. Enforcement personnel include motor carrier officers, motor carrier investigators, motor carrier sergeants, motor

carrier specialist sergeants, motor carrier lieutenants, and motor carrier officer recruits. Administrative personnel include an accountant manager, financial analyst, accountant, accounting technician, secretary, and a department technician.

Personnel costs for 106 motor carrier officers are included in the budget. Motor carrier officers conduct NAS inspections, traffic, and compliance enforcement. Motor carrier officers will track their actual time spent on MCSAP eligible activities on automated officer dailies. Salary costs for each motor carrier officer will be multiplied by the actual time each officer spends on MCSAP activities as documented on their officer dailies. Based on historical data, an average of 31.62% of the motor carrier officer's enforcement activities are MCSAP eligible.

Personnel costs for eleven motor carrier investigators are included in the budget. Motor carrier investigators conduct compliance reviews, traffic, and compliance enforcement. Motor carrier investigators will track their actual time spent on MCSAP eligible activities on automated officer dailies. Salary costs for each motor carrier investigator will be multiplied by the actual time spent on MCSAP activities as documented on their officer dailies. Based on historical data, an average of 95% of the motor carrier investigator's time is projected to be spent on MCSAP activities.

Personnel costs for twenty five field motor carrier sergeants are included in the budget. Field motor carrier sergeants provide oversight of enforcement activities of motor carrier officers, conduct NAS inspections, and conduct traffic enforcement. Field motor carrier sergeants will track their actual time spent on MCSAP eligible activities on automated officer dailies. Salary costs for each sergeant will be multiplied by the actual time spent on MCSAP activities as documented on their officer dailies. Based on historical data, an average of 18% of the motor carrier sergeant's time is projected to be spent on MCSAP activities.

Personnel cost for three field motor carrier lieutenants are included in the budget. Newly promoted MSP-CVED lieutenants will now conduct CVSA inspections, and conduct traffic enforcement. Field motor carrier lieutenants will track tier actual time spent on MCSAP eligible activities on the automated officer daily program. Salary cost for each lieutenant will be multiplied by the actual time spent on MCSAP activities as documented on their dailies. Based on historical data, an average of 45% of the motor carrier lieutenant's time is projected to be spent on MCSAP activities.

Personnel costs for two division headquarters motor carrier sergeants are included in the budget. These sergeants provide technical expertise in safety, hazardous materials transportation, and regulatory compliance. They also provide program oversight of motor carrier investigators and safety auditors carrying out the compliance review program, safety audit program, and hazardous materials enforcement program. The sergeants will work part-time reviewing safety audit reports, providing personnel training, and overseeing the NEP program administration. The motor carrier sergeants will track their actual time spent on MCSAP eligible activities on payroll activity reports (PARs). Salary costs for each sergeant will be multiplied by the actual time spent on MCSAP activities as documented on their payroll activity reports. Based on historical data, an average of 95% of the sergeant's time is projected to be spent on MCSAP activities.

Personnel costs for two division headquarters motor carrier lieutenants are included in the budget. One lieutenant is the division's grant administrator and provides oversight to the hazardous materials unit and safety compliance unit. The other lieutenant is responsible for the SafetyNet inspection database, commercial motor vehicle crashes, DataQs, information and technology projects including the commercial vehicle information exchange window (CVIEW) system, and enforcement officer training, including recruit schools. The lieutenants will track their actual time spent on MCSAP eligible activities on payroll activity reports. Salary costs for each lieutenant will be multiplied by the actual time spent on MCSAP activities as documented on their payroll activity reports. Based on historical data, an average of 80% of the lieutenant's time is projected to be spent on MCSAP activities.

Personnel costs for twenty motor carrier officer recruits are included in the budget. The motor carrier officer recruits will be trained to perform MCSAP enforcement activities. These recruits will undergo a twenty week recruit school program at the Michigan State Police Training Academy to become motor carrier officers. The 27th Motor Carrier Officer Recruit School is scheduled to begin in June, 2024 and will conclude in November, 2024. Upon academy recruit school graduation, the recruit officers will complete their training in the field while on probation. Based on historical data, the recruits are projected to spend approximately 58% of their time on MCSAP activities after academy graduation.

Personnel costs for an accountant manager are included in the budget. The accountant manager is responsible for monitoring grant expenditures, assisting with grant budgets, attending grant meetings, coordinating of federal financial audits, assisting with calculating maintenance of effort, and supervising accounting staff. The accountant manager will track her time spent on MCSAP eligible activities through payroll activity reports. Salary costs for the accountant manager will be multiplied by the actual time spent on MCSAP activities as documented on payroll activity reports. Based on historical data, the accountant manager is projected to spend approximately 40% of her time on MCSAP activities.

Personnel costs for a financial analyst are included in the budget. The financial analyst is responsible for monitoring grant expenditures, completing grant budgets, and attending grant meetings. The financial analyst will track her time spent on MCSAP eligible activities through payroll activity reports. Salary costs for the financial analyst will be multiplied by the actual time spent on MCSAP activities as documented on payroll activity reports. The financial analyst is projected to spend approximately 40% of her time on MCSAP activities.

Personnel costs for an accountant are included in the budget. The accountant is responsible for preparing grant billings and financial reports, ensuring proper grant reimbursement, and tracking grant expenditures. The accountant will track her time spent on MCSAP eligible activities through payroll activity reports. Salary costs for the accountant will be multiplied by the actual time spent on MCSAP activities as documented on payroll activity reports. Based on historical data, the accountant is projected to spend approximately 30% of her time on MCSAP activities.

Personnel costs for an accounting technician are included in the budget. The accounting technician is responsible to processing employee travel vouchers, processing vendor payments, and overseeing the procurement card program. The accounting technician will track her time spent on MCSAP eligible activities through payroll activity reports. Salary costs for the accounting technician will be multiplied by the actual time spent on MCSAP activities as documented on payroll activity reports. Based on historical data, the accounting technician is projected to spend approximately 5% of her time on MCSAP activities.

Personnel costs for a department technician are included in the budget. The department technician is only responsible for MCSAP eligible activities including SafetyNet software, importing/exporting inspections and crashes, and monitoring/responding to DataQs. Since all job duties are MCSAP related, one hundred percent of the department technician's personnel costs will be charged to MCSAP. Supporting documentation for charging one hundred percent of the technician's personnel costs is the technician's position description.

Personnel costs for a secretary are included in the budget. The secretary assists motor carriers with USDOT number issues, MCS-150 issues, and provides NEP administrative support functions. The secretary will track her time spent on MCSAP eligible activities through payroll activity reports. Salary costs for the secretary will be multiplied by the actual time spent on MCSAP activities as documented on payroll activity reports. Based on historical data, the secretary is projected to spend approximately 15% of her time on MCSAP activities.

The Salary amount for each position classification includes the employees' base salary, a 2% cumulative raise and an annual longevity payment where eligible. Salary amounts are established by position classification by the state of Michigan Civil Service Commission. Longevity is paid in amounts established by the state of Michigan Civil Service Commission rules.

Overtime includes incidental overtime and scheduled overtime for motor carrier officers. The amount of incidental overtime is projected based on historical data. Scheduled overtime is based upon 2,000 overtime hours for motor carrier officers to perform border enforcement inspections at one of Michigan's five international border crossings located in Districts 2, 3 & 8. An additional 3,800 MCSAP overtime hours to perform NAS Level 1 inspections. The MCSAP overtime will be allocated to all Districts. The 3,800 hours of overtime will be dedicated to completing level 1 inspections. Inspections will be completed at rest areas (check lanes), weighstations, and general places of safety. The focus of the rural operations will be on rural highways with lower levels of CMV traffic to identify at risk vehicles/carriers that may not typically travel through our weigh stations. MCSAP Crash Reduction Reduction overtime, 3,900 hours. MCSAP Crash Reduction overtime will be utilized in areas considered to be high crash corridors by the district commanders utilizing the MI-CAT system and local analysis. The focus will be on commercial motor vehicle (CMV)s as defined in 390.5 and commercial vehicles (CVs) as defined in 257.7. Scheduled overtime will be worked in blocks of not less than 2 hours and not more than 10. The goal is to identify unsafe vehicles and reduce the number of CMVs involved in fatal crashes. This activity will be completed outside of the normal work periods of our officers.

#### NEP

MSP-CVED will have five vehicle safety inspectors/safety auditors and eleven motor carrier investigators that work on New Entrant Program (NEP) activities.

The five vehicle safety inspectors work full-time performing safety audits. The vehicle safety inspectors' NEP activities will be documented on automated officer dailies and by position description. One hundred percent of the vehicle safety auditor's personnel costs will be charged to MCSAP.

The eleven motor carrier investigators work part-time performing safety audits. The motor carrier investigator's NEP activities and related time will be documented on automated officer dailies. Salary costs for each motor carrier investigator will be multiplied by the actual time spent on NEP activities as documented on their officer dailies. Based on historical data, it is projected that motor carrier investigator work on NEP activities will equate to 0.2 of an investigator FTE.

NEP overtime includes incidental overtime that vehicle safety inspectors may incur while performing safety audits. The budgeted amount is based on 1,550 total overtime hours.

#### MOE

MOE Personnel consists of salary and overtime costs of motor carrier officers related to time spent on MCSAP eligible activities not paid for with federal grant funds or related state match funds. MCSAP eligible activities include inspections, traffic enforcement, and traffic crash reduction activities. In addition to the \$2,073,051.53 in Personnel MOE expenditures, there are \$182,428.53 in Indirect MOE expenditures.

### 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
MCSAP Scheduled Crash Reduction OT	42.0900	100.0000	\$66,307.00	\$27,908.61	\$26,513.17	\$1,395.44	\$0.00
Motor Carrier Officers, Investigators, Sergeants-Incidental Overtime Retirement	49.4000	100.0000	\$446,667.82	\$220,653.90	\$209,621.20	\$11,032.70	\$0.00
Motor Carrier Investigators	63.6900	95.0000	\$756,415.58	\$457,673.02	\$434,789.36	\$22,883.66	\$0.00
Motor Carrier Sergeants	66.0600	30.0000	\$2,006,168.00	\$397,582.37	\$377,703.25	\$19,879.12	\$0.00
MCSAP Scheduled Level I Inspection Overtime Retirement	42.0900	100.0000	\$72,523.00	\$30,524.93	\$28,998.68	\$1,526.25	\$0.00
Motor Carrier HQ Sergeants	64.8600	95.0000	\$164,183.00	\$101,164.63	\$96,106.39	\$5,058.24	\$0.00
Motor Carrier Field Lieutenants 14 Retirement	80.3600	45.0000	\$286,163.00	\$103,482.26	\$98,308.15	\$5,174.11	\$0.00
MCSAP HQ Sergeant Scheduled Inspection OT Retirement	42.0700	95.0000	\$10,079.00	\$4,028.22	\$3,826.80	\$201.42	\$0.00
MCSAP HQ Lieutenant Scheduled Inspection OT Retirement	42.8900	85.2000	\$2,918.00	\$1,066.30	\$1,012.99	\$53.31	\$0.00
Accounting Technician	80.3500	7.0000	\$61,357.00	\$3,451.02	\$3,278.47	\$172.55	\$0.00
Secretary	78.1400	10.0000	\$62,190.00	\$4,859.52	\$4,616.54	\$242.98	\$0.00
Financial Analyst	69.1100	40.0000	\$84,602.00	\$23,387.37	\$22,218.00	\$1,169.37	\$0.00
Accountant Manager	80.3600	40.0000	\$107,940.00	\$34,696.23	\$32,961.42	\$1,734.81	\$0.00
Motor Carrier Officers	92.2700	23.2500	\$7,897,562.52	\$1,694,246.31	\$1,609,534.00	\$84,712.31	\$1,859,171.24
Motor Carrier Officer Recruits	50.4600	60.0000	\$976,360.00	\$295,602.75	\$280,822.61	\$14,780.14	\$0.00
Motor Carrier Lieutenants	55.3400	80.0000	\$190,775.00	\$84,459.90	\$80,236.90	\$4,223.00	\$0.00
Department Technician	65.0200	100.0000	\$61,837.00	\$40,206.41	\$38,196.09	\$2,010.32	\$0.00
NEP - Vehicle Safety Inspector Overtime Retirement	42.1900	100.0000	\$64,838.00	\$27,355.15	\$25,987.39	\$1,367.76	\$0.00
NEP - Vehicle Safety Inspector	49.3400	100.0000	\$364,335.00	\$179,762.88	\$170,774.73	\$8,988.15	\$0.00
NEP - Motor Carrier Investigator	49.4000	2.0000	\$797,327.00	\$7,877.59	\$7,483.71	\$393.88	\$0.00
BEG -Motor Carrier Officers-Scheduled Overtime Retirement	42.0900	100.0000	\$31,081.00	\$13,081.99	\$12,427.89	\$654.10	\$0.00
<b>TOTAL: Fringe Benefits</b>				<b>\$3,753,071.36</b>	<b>\$3,565,417.74</b>	<b>\$187,653.62</b>	<b>\$1,859,171.24</b>

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

Fringe benefits include retirement (social security, Medicare, retirement, and other postemployment benefits), insurance, and a uniform dry cleaning allowance. In lieu of charging a fringe benefit rate, Michigan charges actual fringe benefit costs for each employee. Fringe benefits costs are projected by using average fringe benefit rates for each employee classification category.

Retirement is calculated on salary, overtime, and longevity in accordance with state of Michigan Department of Technology, Management and Budget financial guidelines. This accounting practice is followed uniformly for all employees charged to any revenue source.

Employee insurance costs are established by collective bargaining unit and state of Michigan agreement with benefit providers. Actual insurance costs for each employee will be charged to MCSAP.

Uniform dry cleaning allowance payments are made to enforcement personnel per collective bargaining agreement and Michigan Department of State Police Official Orders.

Following is a summary of the average fringe benefit rates by personnel category used in fringe benefit projections:



Employee Classification	Retirement %	Insurance %	Cleaning %	Total Benefits %
Motor Carrier Officers E10	42.09%	49.44%	0.74%	92.27%
Motor Carrier Investigators 11	42.11%	20.94%	0.64%	63.69%
Motor Carrier Sergeants 13	42.07%	23.44%	0.54%	66.06%
Motor Carrier HQ Sergeants 13	45.82%	18.29%	0.75%	64.86%
Motor Carrier Officer Recruits 9	50.46%	0.00%	0.00%	50.46%
Motor Carrier HQ Lieutenants 14	42.89%	11.67%	0.78%	55.34%
Motor Carrier Field Lieutenants 14	42.89%	37.47%	0.00%	80.36%
Accountant Manager 14	42.89%	37.47%	0.00%	80.36%
Accountant 12	43.02%	26.09%	0.00%	69.11%
Financial Analyst 12	43.02%	26.09%	0.00%	69.11%
Accounting Technician 9	43.02%	37.33%	0.00%	80.35%
Secretary 9	42.89%	35.25%	0.00%	78.14%
Department Technician 9	43.02%	22.00%	0.00%	65.02%
NEP - Vehicle Safety Inspector	49.34%	35.04%	0.00%	84.38%
NEP - Motor Carrier Investigator	49.40%	24.88%	0.67%	74.95%

**MOE**

MOE Fringe Benefits consist of related fringe benefits to salary and overtime costs of motor carrier officers conducting MCSAP eligible activities not paid for with federal grant funds or related state match funds. Fringe benefit costs include motor carrier officer retirement, insurance, and dry cleaning allowances. In addition to the \$1,859,171.24 in Fringes MOE expenditures, there are \$163,607.07 in Indirect MOE expenditures.

**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
General Hazmat Training	15	5	100.0000	\$2,946.00	\$2,798.70	\$147.30	\$0.00
MSP HazMat Center Highway Cargo Tank Specialty Travel	2	3	100.0000	\$216.00	\$205.20	\$10.80	\$0.00
24th Retread Advanced III Training Travel	13	7	50.0000	\$3,720.00	\$3,534.00	\$186.00	\$0.00
Enforcement In Service Training Travel	153	2	48.0200	\$8,152.00	\$7,744.40	\$407.60	\$0.00
Investigator and Safety Auditor Training/Meetings	18	2	100.0000	\$3,500.00	\$3,325.00	\$175.00	\$0.00
26th Recruit School Retread Training Travel	13	7	50.0000	\$2,170.00	\$2,061.50	\$108.50	\$0.00
Routine Travel	106	260	65.0000	\$77,548.79	\$73,671.35	\$3,877.44	\$0.00
IFTA/IRP Managers' and Law Enforcement Workshop Travel	2	5	100.0000	\$3,848.00	\$3,655.60	\$192.40	\$0.00
COHMED Conference Travel	5	7	100.0000	\$15,548.00	\$14,770.60	\$777.40	\$0.00
Spring CVSA Annual Conference Workshop Travel	9	7	100.0000	\$19,167.00	\$18,208.65	\$958.35	\$0.00
North American Inspectors Championship Travel	2	7	100.0000	\$4,827.00	\$4,585.65	\$241.35	\$0.00
Fall CVSA Annual Conference and Exhibition Travel	9	7	100.0000	\$20,387.00	\$19,367.65	\$1,019.35	\$0.00
Data Management, Quality & FMCSA Systems Training Travel	3	5	100.0000	\$6,025.00	\$5,723.75	\$301.25	\$0.00
MCSAP Grant Planning Meeting/ ITD-PRISM Workshop Travel	5	4	100.0000	\$9,379.93	\$8,911.62	\$468.31	\$0.00
Level VI Certification Training Travel	2	5	100.0000	\$4,968.00	\$4,719.60	\$248.40	\$0.00
Level VI Instructor Training Travel	1	5	100.0000	\$2,433.00	\$2,311.35	\$121.65	\$0.00
Cargo tank Haz Mat	20	5	100.0000	\$40,000.00	\$38,000.00	\$2,000.00	\$0.00
27th MCORS MSP Academy	25	84	100.0000	\$184,758.00	\$175,520.10	\$9,237.90	\$0.00
27th MCORS Field	25	84	100.0000	\$36,300.00	\$34,485.00	\$1,815.00	\$0.00
Investigative Safety Analysis New Investigator	1	12	100.0000	\$6,767.00	\$6,428.65	\$338.35	\$0.00
Instructor Development Course	1	12	100.0000	\$6,767.00	\$6,428.65	\$338.35	\$0.00
25th Re-tread Advanced III drive track one week	17	7	100.0000	\$3,720.00	\$3,534.00	\$186.00	\$0.00
MVCI	4	5	100.0000	\$4,800.00	\$4,560.00	\$240.00	\$0.00
<b>TOTAL: Travel</b>				<b>\$467,947.72</b>	<b>\$444,551.02</b>	<b>\$23,396.70</b>	<b>\$0.00</b>

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

All travel is reimbursed to personnel based upon pre-established state of Michigan and Michigan State Police travel rates, rules, and regulations. Travel regulations and rates are applied consistently to all travel regardless of funding source. Travel costs primarily include lodging and meals but can also include airfare, parking, and fees. The travel costs for each line are derived from prior and current year travel expenditures. CVED staff also research the announced travel locations for upcoming conferences and trainings to obtain estimated costs of travel to those locations.

**Out of State Conferences & Training**

Conference travel includes meals, lodging, airfare, and other transportation costs associated with attendance at the Spring CVSA conference workshop, Fall CVSA conference, COHMED conference, NAIC Inspector's Challenge, MVCI, IFTA/IRP Manager's and Law Enforcement workshop, Mandatory FMCSA instructor training, FMCSA data management training, MCSAP grant planning/Prizm ITD workshop. MSP-CVED anticipates nine personnel attending the Spring CVSA conference, nine personnel attending the Fall CVSA conference, five personnel attending the COHMED conference, two personnel attending the NAIC Inspector's Challenge, four personnel attending the MVCI conference and two personnel attending the IFTA/IRP Managers and Law Enforcement workshop.

Participation in these conferences is beneficial to MSP-CVED's MCSAP program. MSP-CVED's personnel who will attend these conferences are involved in various positions and committees.

CVSA Workshops - (9) Attendance at CVSA Workshops allows the state to participate in committees, exchange information with other states, interact with FMCSA staff, and bring back information and training to enable Michigan's program to stay up-to-date and consistent with CVSA OPS criteria and federal requirements as well as work toward uniform enforcement of motor carrier and household goods safety regulations. The following positions attend the spring and fall conferences

1. Captain Arnold - Represents Michigan at Region III meetings
2. Inspector Cushman - Alternate voting member for Captain, Enforcement Modernization Committee

Additional Region III Voting Members by Committee:

3. Lieutenant Horwood, State Support Section - Region III voting member, Information Systems Committee
4. Lieutenant Bracco, Special Programs Section- MCSAP, Policy & Regulatory Affairs
5. Lieutenant Keller, CHAIR of Trucker Against Trafficking, Vice President Region III
6. Sergeant Studer, CVSA Instructor - Vehicle Committee, CHAIR cargo securement Region III voting member
7. Sergeant Johnson, Investigations, New Entrant Program Region III voting member
8. Sergeant Hamilton, region III voting member Driver, Traffic committee
8. Sergeant Boller, Hazmat Program Manager - Hazardous Materials/Level VI
9. Officer Frizzell, Training Committee, Size and Weight committee

COHMED - (5) unit sergeant and 4 of the level VI investigators for mandatory training. The Cooperative Hazardous Materials Enforcement Development (COHMED) Program provides the advanced hazardous materials (hazmat) and dangerous goods (DG) training that regulatory and enforcement officers need. This training goes significantly beyond basic hazardous materials training officers receive for certification purposes. An annual COHMED Conference is held every spring to provide an opportunity to foster coordination, cooperation and communication between industry and federal, state and local agencies with regulatory and enforcement responsibility for the safe transportation of hazmat/DG. Many jurisdictions send their hazardous materials specialists and/or instructors to the annual COHMED Conference to receive specialized training. COHMED conference is also the perfect environment to receive the annual updated Level VI training.

NAIC - (2) 2 participants The NAIC's Inspector's Challenge is a CVSA sponsored event that allows inspectors to compete against other jurisdictions across North America with regards to inspection standards. During the week, competitors receive training on the latest commercial motor vehicle safety trends, technologies, standards, and inspection procedures. Competitors are afforded the chance to share insights, ideas, techniques, and experiences with other inspectors. Competitors bring back information, materials, and training to the state, so it can be implemented, used, and shared with other staff.

IFTA/IRP Manager's and Law Enforcement Workshop - (2) personnel MSP-CVED has included travel costs for two motor carrier sergeants to attend the IFTA/IRP Manager's and Law Enforcement Workshop. This workshop will provide an in-depth exploration of issues impacting IRP, IFTA, law enforcement, and the motor carrier industry in general.

FMCSA mandatory instructor Training (7) MSP-CVED currently has 7 FMCSA certified NAS instructors that have to attend this annual training. Proposed 3 day training.

FMCSA Data Management (3) MSP-CVED will send the section lieutenant, sergeant, and DataQ coordinator annually. Proposed 3 day training.

MCSAP grant planning/Prizm ITD workshop (5) MSP-CVED will annually send the the Division Captain, State Support Inspector, ITD lieutenant, MCSAP grant lieutenant, and the financial manager. Proposed 4 day training.

MSP-CVED expects to send four motor carrier officers to a Florida Highway Patrol Commercial Vehicle Enforcement staff hosted CMV Post-Crash Inspection training planned for two weeks.

MSP-CVED expects to send several enforcement members to the following training sessions: one investigator to the Investigative Safety Analysis training, **one** enforcement members to Instructor Development training, two enforcement members to the Level VI Certification training, and one enforcement member to the Level VI Instructor Training.

**MSP-CVED expects to send 4 enforcement members to the annual MVCI conference to enhance out interdiction efforts.**

### **In State Training**

Various in-state training sessions are anticipated for 2024.

MSP-CVED expects to host an NTC Cargo tank training. Twenty-five enforcement members consisting primarily of motor carrier officers are anticipated to attend the five-day training session. The training is anticipated to be held at the MSP Training Academy and travel will include lodging, meals, and potentially mileage.

MSP-CVED expects to send two motor carrier officers to Highway Cargo Tank Specialty training held at the MSP Hazardous Materials Training Center. This three-day course is designed and intended for hazardous materials team members who respond to releases, or potential releases, of hazardous materials from cargo tank trucks for the purpose of controlling the releases.

MSP-CVED is conducting the 27th Motor Carrier Officer Recruit School beginning in June of 2024 and ending in November of 2024. Recruit school travel costs included in the budget are only for the grant period beginning October 1, 2023 through September 30, 2024 and include the cost of lodging and meals for motor officer recruits and temporary recruit school staff. Total school travel costs are multiplied by 58% which is the percentage that officer recruits are projected to spend on MCSAP activities upon graduation.

Mandatory retread recruit school training sessions (identified as the 24th, 25th, and 26th Retread Schools) are held subsequent to recruit school academy graduation. Associated travel costs include the lodging and meals of the officer recruits and motor carrier officer training staff. The retread trainings include General Hazardous Materials/ HM Cargo Tank training, Drug Interdiction training, Advanced Drive Track training, and other advanced training topics. Actual travel costs incurred will be multiplied by the MCSAP activity percentage derived from the automated officer daily system.

A mandatory MSP-CVED in-service training will be conducted for all enforcement members and safety auditors. The in-service training is anticipated to be a two-day training to be held in the districts. On-line training will also be held in addition to the two day training.

MSP-CVED enforcement members are state mandated to annually complete the following training modules/hours per module. This list is a minimum and can be changed annually. Firearms 24 hours, First Aid 8 hours, Defensive Tactics/Tazer 8 hours, First Responder (HM) 2 hours, Driving (pursuit, defensive) 2 hours, CVSA NAS Part A, B, and HM 12 hours, Carry and Use of Firearms 1 hour, De-Escalation 1 hour, FMCSA Title VI 1 hour, Personal Identification/Security including LEIN 3 hours. This list of 59 hours of training is a minimum of the State of Michigan mandated training for the positions within the Commercial Vehicle Enforcement Division of The Department of State Police.

Two mandatory two-day trainings for investigators and safety auditors are anticipated. One training will be held at the MSP Academy and the other is anticipated to be at an off-site location.

Four mandatory one-day district trainings will be conducted by each of the seven MSP-CVED districts. The trainings will be held within the district.

Travel costs for in-service training and routine travel will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system. Conference and out of state travel will be accounted for and charged directly to MCSAP.

Routine travel costs are for routine travel related to motor carrier officers, motor carrier investigators, and motor carrier sergeants attending meetings, training, and enforcement travel for conducting inspections, team operations, compliance reviews, and other enforcement.

NEP - The NEP vehicle safety inspectors will incur a minimal amount of travel related to attending section trainings, district trainings, and performing safety audits. Vehicle safety inspector travel will be accounted for and charged directly.

## 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
Performance Based Brake Testers (PBBT)	2	\$178,075.00	100	\$356,150.00	\$338,342.50	\$17,807.50	\$0.00
<b>TOTAL: Equipment</b>				<b>\$356,150.00</b>	<b>\$338,342.50</b>	<b>\$17,807.50</b>	<b>\$0.00</b>
<b>Equipment threshold is greater than \$5,000.</b>							

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

Two Performance Based Brake Tester's (PBBT) will be purchased for use in truck inspections. In conclusion, Performance Based Brake Testers are essential tools for ensuring that all vehicles have appropriate levels of braking power so they can operate safely on our roads. The data obtained from testing provides detailed insights into how well brakes are performing which helps keep drivers safe by identifying any potential risks associated with improper braking performance or faulty parts in the system.

**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
27th Recruit School Training Supplies	1 Training	\$7,424.00	58.0000	\$4,305.92	\$4,090.62	\$215.30	\$0.00
Speed measurement devices - Radars	3 Per Item	\$2,795.00	65.0000	\$5,450.25	\$5,177.74	\$272.51	\$0.00
Speed measurement devices - Lidars	5 Per Item	\$2,195.00	65.0000	\$7,133.75	\$6,777.06	\$356.69	\$0.00
Office Supplies	1 Year	\$44,316.72	65.0000	\$28,805.86	\$27,365.60	\$1,440.26	\$0.00
Enforcement Supplies	1 Year	\$76,982.00	65.0000	\$50,038.30	\$47,536.39	\$2,501.91	\$0.00
Uniforms	1 Year	\$50,076.30	65.0000	\$32,549.59	\$30,922.11	\$1,627.48	\$0.00
NEP-Office Supplies	12 Monthly	\$254.10	100.0000	\$3,049.20	\$2,896.74	\$152.46	\$0.00
MDC's replacements	80 per item	\$2,246.03	65.0000	\$116,793.56	\$110,953.88	\$5,839.68	\$0.00
Vehicle printer replacements	80 per item	\$258.12	65.0000	\$13,422.24	\$12,751.13	\$671.11	\$0.00
<b>TOTAL: Supplies</b>				<b>\$261,548.67</b>	<b>\$248,471.27</b>	<b>\$13,077.40</b>	<b>\$0.00</b>

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

Recruit school supplies are supplies related to training and outfitting new motor carrier officer recruits. Supplies include uniforms, fatigues, leather and web gear for the recruits. Supplies also include enforcement training tools, tasers, and other supplies. Based on historical data, the recruits are projected to spend approximately 58% of their time on MCSAP activities after academy graduation. Therefore, recruit supply costs included in the budget are also based on 58% of the total cost.

Uniforms and related supplies are required for enforcement members performing MCSAP activities. Enforcement members are sworn law enforcement officers required to wear fatigue uniforms while on road patrol and formal uniforms for court and professional meetings. Uniform items also include boots, hats, coats, rain gear, web gear, gloves and the embroidery and sewing of patches onto the uniforms. Projected amounts are based on historical expenditures for uniforms. Year-to-date FY23 uniform expenditures for the period of October 1, 2022 - July 31, 2023 is \$60,076.30.

General office supplies are required for enforcement members performing MCSAP activities. Office supplies include supplies needed at various division and post offices located throughout the state. General office supplies include items such as copier paper, thermal paper for the vehicle printers, toner, pens, pencils, flags, CVSA decals, keyboards and mice, facemasks and brooms. Projected amounts are based on historical office supply expenditures. Year-to-date FY23 office supply expenditures for the period of October 1, 2022 - July 31, 2023 is \$39,701.72.

Enforcement supplies are required for enforcement members performing MCSAP activities. Enforcement supplies include items needed within the patrol vehicle or carried on the enforcement member such as flashlights, ammunition, nitrite gloves, fire extinguishers, measuring tapes, height sticks, creepers, taser cartridges, and jumper cables. Projected amounts are based on historical enforcement

supply expenditures. Year-to-date FY22 enforcement supply expenditures for the period of October 1, 2022 - July 31, 2023 is \$245,006.54.

Replacement speed measurement devices (e.g., lidars, radars) are included in Supplies. The speed measurement devices are standard, required equipment in motor carrier officer patrol vehicles. Speed measurement devices are used to perform traffic enforcement activities required by MCSAP.

Replacement mobile data computer (MDC's) and vehicle printers are included in Supplies. The MDC's and printers are standard, required equipment in motor carrier officer patrol vehicles. These devices are used to perform traffic enforcement activities such as inspections, daily reports, CDLIS inquiries required by MCSAP.

A portion of uniforms, office supplies, enforcement supplies, MDC's, vehicle printers and speed measurement devices will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

NEP office supplies are required for full-time vehicle safety inspectors performing NEP activities. NEP office supplies include supplies needed at the inspector's offices located at various posts. NEP office supplies will be separately accounted for and charged directly to the grant. Projected amounts are based on historical office supply expenditures.



## 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
Iteris, Inc.	Z475JYLWFCK8	Contract	100.0000	\$190,000.00	\$180,500.00	\$9,500.00	\$0.00
Description of Services: CVIEW-Plus Software Maintenance & Hosting							
Iteris, Inc.	Z475JYLWFCK8	Contract	100.0000	\$10,000.00	\$9,500.00	\$500.00	\$0.00
Description of Services: inSPECT Software Maintenance							
<b>TOTAL: Contractual and Subaward</b>				<b>\$200,000.00</b>	<b>\$190,000.00</b>	<b>\$10,000.00</b>	<b>\$0.00</b>

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

MSP-CVED projects a total of \$87,394 in contractual services.

In fiscal year 2016, MSP-CVED implemented CVIEW-Plus and inSPECT software purchased from Iteris. In fiscal year 2024, MSP-CVED will be required to pay Iteris a \$54,159 maintenance & hosting fee for CVIEW-Plus and a \$33,235 software maintenance fee for inSPECT.





## Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

### Indirect Costs

Information on Indirect Costs ([2 CFR §200.1](#) Definitions) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the "My Documents" area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

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

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

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Salaries, Wages and Fringe (SWF)	12.20	\$9,130,957.09	\$1,113,976.76	\$1,058,277.92	\$55,698.84
<b>TOTAL: Indirect Costs</b>			<b>\$1,113,976.76</b>	<b>\$1,058,277.92</b>	<b>\$55,698.84</b>

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
BEG-Motor Carrier Officers- Scheduled Overtime- Fleet	1500 Fleet Cost Per OT Hr	\$5.79	100.0000	\$8,685.00	\$8,250.75	\$434.25	\$0.00
MCSAP- Motor Carrier Officers- Scheduled Overtime- Fleet	6700 Fleet Cost per OT Hr	\$7.24	100.0000	\$48,508.00	\$46,082.60	\$2,425.40	\$0.00
Single Audit Fees	1 Annual Fee	\$4,000.00	100.0000	\$4,000.00	\$3,800.00	\$200.00	\$0.00
Telecommunications	1 Year	\$178,433.17	65.0000	\$115,981.56	\$110,182.48	\$5,799.08	\$0.00
Purchased Services	1 Annual	\$273,664.58	65.0000	\$177,881.97	\$168,987.87	\$8,894.10	\$0.00
State Building Rent	1 Annual	\$17,513.38	65.0000	\$11,383.69	\$10,814.51	\$569.18	\$0.00
IFTA/IRP Managers and Law Enforcement Workshop Registration Fees	2 Attendees	\$600.00	100.0000	\$1,200.00	\$1,140.00	\$60.00	\$0.00
COHMED Conference Registration Fees	5 Attendees	\$825.00	100.0000	\$4,125.00	\$3,918.75	\$206.25	\$0.00
Spring CVSA Workshop Registration Fees	9 Attendees	\$825.00	100.0000	\$7,425.00	\$7,053.75	\$371.25	\$0.00
Fall CVSA Annual Conference and Exhibition	9 Attendees	\$825.00	100.0000	\$7,425.00	\$7,053.75	\$371.25	\$0.00
CVSA Data Management, Quality & FMCSA Systems Training Registration Fees	3 attendees	\$800.00	100.0000	\$2,400.00	\$2,280.00	\$120.00	\$0.00
NEP - Fleet	5 Annual	\$5,000.00	100.0000	\$25,000.00	\$23,750.00	\$1,250.00	\$0.00
CVSA Decals	18900 Decals	\$0.42	100.0000	\$7,938.00	\$7,541.10	\$396.90	\$0.00
NEP- Telecommunications	5 Inspectors	\$1,100.00	100.0000	\$5,500.00	\$5,225.00	\$275.00	\$0.00
NEP-Printing & Postage	12 Monthly	\$0.00	100.0000	\$0.00	\$0.00	\$0.00	\$0.00
NEP- Technology Desktop and Email Fees	5 Annual	\$1,133.00	100.0000	\$5,665.00	\$5,381.75	\$283.25	\$0.00
Fleet-patrol vehicles	149 Patrol Vehicles	\$22,818.00	65.0000	\$2,209,923.30	\$2,099,427.14	\$110,496.16	\$0.00

CVSA Membership Dues	1 Annual Fees	\$19,100.00	100.0000	\$19,100.00	\$18,145.00	\$955.00	\$0.00
HELP, Inc. Membership Dues	1 Annual Fees	\$7,500.00	100.0000	\$7,500.00	\$7,125.00	\$375.00	\$0.00
MSP HazMat Center Highway Cargo Tank Specialty Registration	2 Attendees	\$560.00	100.0000	\$1,120.00	\$1,064.00	\$56.00	\$0.00
25th Retread Advanced I Training Room Rental	1 Training	\$3,720.00	65.0000	\$2,418.00	\$2,297.10	\$120.90	\$0.00
Enforcement In Service Training Room Rental Costs	1 Training	\$640.00	48.0200	\$307.32	\$291.95	\$15.37	\$0.00
Investigator and Safety Auditor Training/Meetings Room Rental Cost	2 Training	\$330.00	100.0000	\$660.00	\$627.00	\$33.00	\$0.00
27th Recruit School Temp Staff Fleet Costs	1 Training	\$56,161.00	58.0000	\$32,573.38	\$30,944.71	\$1,628.67	\$0.00
27th Recruit School Purchased Services	1 Training	\$318,652.55	58.0000	\$184,818.47	\$175,577.56	\$9,240.91	\$0.00
27th Recruit School Training Rental Room Costs	1 Training	\$35,200.00	58.0000	\$20,416.00	\$19,395.20	\$1,020.80	\$0.00
HAAS Alert Notification System	149 each	\$769.63	65.0000	\$74,538.66	\$70,811.73	\$3,726.93	\$0.00
<b>TOTAL: Other Costs</b>				<b>\$2,986,493.35</b>	<b>\$2,837,168.70</b>	<b>\$149,324.65</b>	<b>\$0.00</b>

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

#### **Indirect Costs**

MSP-CVED has approval from its cognizant agency, the US Department of Homeland Security, to use a provisional indirect cost rate of 8.8% of personnel and fringe benefits for the 2023 fiscal year. MSP-CVED is awaiting approval from its cognizant agency, the US Department of Homeland Security, to use a provisional indirect cost rate of 12.2% of personnel and fringe benefits for the 2024 fiscal year.

Indirect costs include the indirect costs of the Michigan State Police (MSP) and the state of Michigan's Statewide Cost Allocation Plan (SWCAP). Examples of MSP indirect costs include MSP accounting budgeting, executive direction, purchasing, and internal audit functions. Examples of SWCAP costs include the state of Michigan's Department of Technology Management and Budget accounting, budgeting, purchasing and Michigan's Department of Treasury warrant processing and receipt processing functions.

#### **Other Costs**

CVSA annual membership dues are for MSP-CVED's Level V membership in CVSA. The dues are the actual amount that will be charged and will cover the period of October 1, 2023 through September 30, 2024. The dues will be accounted for and directly charged to MCSAP.

HELP, Inc. annual member dues are for MSP-CVED's Public Jurisdiction assessment from HELP, Inc. The dues are the actual amount that will be charged and will cover the period of October 1, 2023 through September 30, 2024. The dues will be accounted for and directly charged to MCSAP.

HAAS Alert Notification System Annual Subscription. This subscription was purchased in FY23 and the equipment will be installed in all CVED Patrol vehicles during FY24. HAAS alert is designed and used to ensure officer safety and to reduce traffic crashes. By alerting motorists of police action ahead they have enough time to slow down and prepare for the slowed traffic ahead. HAAS Alert costs will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

MSP-CVED anticipates issuing 18,900 CVSA decals at a cost of \$0.42 per decal. Actual decal costs will be accounted for and directly charged to MCSAP.

Conference registration fees include registration fees for personnel to attend the COHMED conference, Spring CVSA Conference, Fall CVSA Conference, IFTA/IRP Workshop, and the CVSA Data, Management Quality and FMCSA Systems training. Actual conference registration fees will be accounted for and directly charged to MCSAP.

Room rental fees for the 24th Retread (Hazardous Materials Cargo Tank) training, enforcement personnel in-service training, MSP HazMat Center Highway Cargo Tank Specialty training, and Investigator and Safety Auditor Training/meetings are included in the budget. The room rental fees for the 25th Retread training will be charged 65% to MCSAP. The room rental fees for the MSP HazMat Center Highway Cargo Tank Specialty training, and Investigator and Safety Auditor Training/meetings will be charged 100% to MCSAP. The room rental fee for the enforcement personnel in-service training will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

The budget includes costs for recruit school training staff fleet, purchased services, and facility training room rental fees. Recruit school costs include the cost of state unmarked vehicles to be driven by school temporary staff members during the duration of each 20 week recruit school. Recruit school purchased services include uniform alteration services and health related testing services. Recruit school facility training room rental fees include rentals of Michigan State Police Training Academy conference rooms, gymnasium, training tank, drive track, firearms range, and graduation facilities. Based on historical data, the recruits are projected to spend approximately 58% of their time on MCSAP activities after academy graduation. Therefore, recruit school training costs included in the budget are also based on 58% of the total cost.

Single audit fees paid to the Michigan Office of the Auditor General for single audit services performed are included in the budget. Single audit fees represent the fees solely related to the proportionate share for the MCSAP grant. MSP-CVED pays for the fees directly and does not include them in the indirect cost pool. Actual single audit fees for audit services provided for the MCSAP grant will be charged.

Fleet costs include monthly lease fees and mileage fee costs for 149 patrol vehicles. MSP-CVED leases vehicles from the state of Michigan Department of Technology, Management and Budget (DTMB). Michigan pays DTMB a monthly lease fee to cover the cost of the total vehicle cost, monthly insurance and also a mileage fee for every mile incurred to cover maintenance and fuel costs. Enforcement members drive pursuit rated Tahoes as patrol vehicles. A portion of patrol Tahoe fleet costs will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system. Currently Tahoes are utilized by road patrol officers, road patrol sergeants, and our investigators. Due to the increased cost of fuel, MSP-CVED is expecting a large increase in fleet costs for FY24.

Border enforcement overtime fleet costs are based on an average of 12 miles per overtime hour multiplied by 1,500 overtime hours and by the DTMB mileage fee rate of \$0.6068.

MCSAP enforcement Level I and Crash Reduction overtime fleet costs are based on an average of 15 miles per overtime hour multiplied by 3,500 overtime hours and 3,200 overtime hours and by the DTMB mileage fee rate of \$0.6068.

Telecommunication costs include smart phones, patrol vehicle modems, and securID tokens. Through the use of smart phones and modems, enforcement personnel have a fully mobile office environment in their patrol vehicles. Telecommunication costs will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

Purchased service costs include technology services (server maintenance fees, desktop user fees), training seminar fees, printing, mailing, alteration services, portable scale certifications, and equipment repairs for equipment including portable scales and radars. Purchased service costs will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

State Building Rent include the MSP-CVED Headquarters and MSP-CVED First District Headquarters offices. MSP-CVED pays for rent directly and does not include them in the indirect cost pool. Rent costs will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

NEP other costs include fleet, telecommunications, printing & postage, and DTMB technology fees related to the four full-time vehicle safety inspectors. The partial fleet of the motor carrier investigators related to performing safety audits is also included in the budget. These costs will be accounted for and charged directly to the grant.

**Part 4 Section 9 - Comprehensive Spending Plan**

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

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$13,791,222.00	\$725,854.00	\$14,517,076.00

Summary of MCSAP Funding Limitations					
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):			\$2,177,561.00		
MOE Baseline:			\$3,083,837.50		
Estimated Expenditures					
Personnel					
	Federal Share		State Share	Total Project Costs (Federal + Share)	MOE
Accounting Technician	\$2,885.16		\$151.84	\$3,037.00	\$0.00
Secretary	\$8,800.12		\$463.16	\$9,263.28	\$0.00
Financial Analyst	\$18,321.12		\$964.27	\$19,285.39	\$0.00
NEP - Vehicle Safety Inspectors	\$353,145.92		\$18,586.63	\$371,732.55	\$0.00
NEP - Motor Carrier Investigator	\$15,149.20		\$797.33	\$15,946.53	\$0.00
Motor Carrier Sergeants	\$357,348.70		\$18,807.83	\$376,156.53	\$0.00
Motor Carrier HQ Sergeants	\$151,133.91		\$7,954.42	\$159,088.33	\$0.00
Motor Carrier Officer Recruits	\$537,974.57		\$28,314.46	\$566,289.03	\$0.00
Motor Carrier Lieutenants	\$144,989.07		\$7,631.01	\$152,620.08	\$0.00
Accountant Manager	\$38,048.27		\$2,002.54	\$40,050.81	\$0.00
Motor Carrier Officers	\$1,748,605.22		\$92,031.85	\$1,840,637.07	\$2,073,051.53
Motor Carrier Investigators	\$718,594.73		\$37,820.78	\$756,415.51	\$0.00
Motor Carrier Field Lieutenants 14	\$122,334.53		\$6,438.66	\$128,773.19	\$0.00
Department Technician 9	\$58,744.84		\$3,091.83	\$61,836.67	\$0.00
Salary Subtotal	\$4,276,075.36		\$225,056.61	\$4,501,131.97	\$2,073,051.53
MCSAP Scheduled Crash Reduction OT	\$226,724.87		\$11,932.89	\$238,657.76	\$0.00
NEP-Vehicle Safety Inspector Overtime	\$87,582.40		\$4,609.60	\$92,192.00	\$0.00
BEG-Motor Carrier Officers-Scheduled Overtime	\$70,152.75		\$3,692.25	\$73,845.00	\$0.00
MCSAP Scheduled Level I Inspection OT	\$163,689.75		\$8,615.25	\$172,305.00	\$0.00
Motor Carrier Officers, Investigators, Sergeants-Incidental Overtime	\$187,262.10		\$9,855.90	\$197,118.00	\$0.00
MCSAP HQ Sergeant Scheduled Inspection OT	\$91,040.40		\$4,791.60	\$95,832.00	\$0.00
MCSAP HQ Lieutenant Scheduled Inspection OT	\$6,463.80		\$340.20	\$6,804.00	\$0.00
Overtime subtotal	\$832,916.07		\$43,837.69	\$876,753.76	\$0.00
Personnel total	\$5,108,991.43		\$268,894.30	\$5,377,885.73	\$2,073,051.53

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Scheduled Crash Reduction OT	\$26,513.17	\$1,395.44	\$27,908.61	\$0.00
Motor Carrier Officers, Investigators, Sergeants-Incidental Overtime Retirement	\$209,621.20	\$11,032.70	\$220,653.90	\$0.00
Motor Carrier Investigators	\$434,789.36	\$22,883.66	\$457,673.02	\$0.00
Motor Carrier Sergeants	\$377,703.25	\$19,879.12	\$397,582.37	\$0.00
MCSAP Scheduled Level I Inspection Overtime Retirement	\$28,998.68	\$1,526.25	\$30,524.93	\$0.00
Motor Carrier HQ Sergeants	\$96,106.39	\$5,058.24	\$101,164.63	\$0.00
Motor Carrier Field Lieutenants 14 Retirement	\$98,308.15	\$5,174.11	\$103,482.26	\$0.00
MCSAP HQ Sergeant Scheduled Inspection OT Retirement	\$3,826.80	\$201.42	\$4,028.22	\$0.00
MCSAP HQ Lieutenant Scheduled Inspection OT Retirement	\$1,012.99	\$53.31	\$1,066.30	\$0.00
Accounting Technician	\$3,278.47	\$172.55	\$3,451.02	\$0.00
Secretary	\$4,616.54	\$242.98	\$4,859.52	\$0.00
Financial Analyst	\$22,218.00	\$1,169.37	\$23,387.37	\$0.00
Accountant Manager	\$32,961.42	\$1,734.81	\$34,696.23	\$0.00
Motor Carrier Officers	\$1,609,534.00	\$84,712.31	\$1,694,246.31	\$1,859,171.24
Motor Carrier Officer Recruits	\$280,822.61	\$14,780.14	\$295,602.75	\$0.00
Motor Carrier Lieutenants	\$80,236.90	\$4,223.00	\$84,459.90	\$0.00
Department Technician	\$38,196.09	\$2,010.32	\$40,206.41	\$0.00
NEP - Vehicle Safety Inspector Overtime Retirement	\$25,987.39	\$1,367.76	\$27,355.15	\$0.00
NEP - Vehicle Safety Inspector	\$170,774.73	\$8,988.15	\$179,762.88	\$0.00
NEP - Motor Carrier Investigator	\$7,483.71	\$393.88	\$7,877.59	\$0.00
BEG -Motor Carrier Officers-Scheduled Overtime Retirement	\$12,427.89	\$654.10	\$13,081.99	\$0.00
<b>Fringe Benefits total</b>	<b>\$3,565,417.74</b>	<b>\$187,653.62</b>	<b>\$3,753,071.36</b>	<b>\$1,859,171.24</b>

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
General Hazmat Training	\$2,798.70	\$147.30	\$2,946.00	\$0.00
MSP HazMat Center Highway Cargo Tank Specialty Travel	\$205.20	\$10.80	\$216.00	\$0.00
24th Retread Advanced III Training Travel	\$3,534.00	\$186.00	\$3,720.00	\$0.00
Enforcement In Service Training Travel	\$7,744.40	\$407.60	\$8,152.00	\$0.00
Investigator and Safety Auditor Training/Meetings	\$3,325.00	\$175.00	\$3,500.00	\$0.00
26th Recruit School Retread Training Travel	\$2,061.50	\$108.50	\$2,170.00	\$0.00
Routine Travel	\$73,671.35	\$3,877.44	\$77,548.79	\$0.00
IFTA/IRP Managers' and Law Enforcement Workshop Travel	\$3,655.60	\$192.40	\$3,848.00	\$0.00
COHMED Conference Travel	\$14,770.60	\$777.40	\$15,548.00	\$0.00
Spring CVSA Annual Conference Workshop Travel	\$18,208.65	\$958.35	\$19,167.00	\$0.00
North American Inspectors Championship Travel	\$4,585.65	\$241.35	\$4,827.00	\$0.00
Fall CVSA Annual Conference and Exhibition Travel	\$19,367.65	\$1,019.35	\$20,387.00	\$0.00
Data Management, Quality & FMCSA Systems Training Travel	\$5,723.75	\$301.25	\$6,025.00	\$0.00
MCSAP Grant Planning Meeting/ ITD-PRISM Workshop Travel	\$8,911.62	\$468.31	\$9,379.93	\$0.00
Level VI Certification Training Travel	\$4,719.60	\$248.40	\$4,968.00	\$0.00
Level VI Instructor Training Travel	\$2,311.35	\$121.65	\$2,433.00	\$0.00
Cargo tank Haz Mat	\$38,000.00	\$2,000.00	\$40,000.00	\$0.00
27th MCORS MSP Academy	\$175,520.10	\$9,237.90	\$184,758.00	\$0.00
27th MCORS Field	\$34,485.00	\$1,815.00	\$36,300.00	\$0.00
Investigative Safety Analysis New Investigator	\$6,428.65	\$338.35	\$6,767.00	\$0.00
Instructor Development Course	\$6,428.65	\$338.35	\$6,767.00	\$0.00
25th Re-tread Advanced III drive track one week	\$3,534.00	\$186.00	\$3,720.00	\$0.00
MVCI	\$4,560.00	\$240.00	\$4,800.00	\$0.00
<b>Travel total</b>	<b>\$444,551.02</b>	<b>\$23,396.70</b>	<b>\$467,947.72</b>	<b>\$0.00</b>

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Performance Based Brake Testers (PBBT)	\$338,342.50	\$17,807.50	\$356,150.00	\$0.00
<b>Equipment total</b>	<b>\$338,342.50</b>	<b>\$17,807.50</b>	<b>\$356,150.00</b>	<b>\$0.00</b>



Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
27th Recruit School Training Supplies	\$4,090.62	\$215.30	\$4,305.92	\$0.00
Speed measurement devices - Radars	\$5,177.74	\$272.51	\$5,450.25	\$0.00
Speed measurement devices - Lidars	\$6,777.06	\$356.69	\$7,133.75	\$0.00
Office Supplies	\$27,365.60	\$1,440.26	\$28,805.86	\$0.00
Enforcement Supplies	\$47,536.39	\$2,501.91	\$50,038.30	\$0.00
Uniforms	\$30,922.11	\$1,627.48	\$32,549.59	\$0.00
NEP-Office Supplies	\$2,896.74	\$152.46	\$3,049.20	\$0.00
MDC's replacements	\$110,953.88	\$5,839.68	\$116,793.56	\$0.00
Vehicle printer replacements	\$12,751.13	\$671.11	\$13,422.24	\$0.00
<b>Supplies total</b>	<b>\$248,471.27</b>	<b>\$13,077.40</b>	<b>\$261,548.67</b>	<b>\$0.00</b>

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Iteris, Inc.	\$180,500.00	\$9,500.00	\$190,000.00	\$0.00
Iteris, Inc.	\$9,500.00	\$500.00	\$10,000.00	\$0.00
<b>Contractual and Subaward total</b>	<b>\$190,000.00</b>	<b>\$10,000.00</b>	<b>\$200,000.00</b>	<b>\$0.00</b>

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
BEG-Motor Carrier Officers-Scheduled Overtime-Fleet	\$8,250.75	\$434.25	\$8,685.00	\$0.00
MCSAP-Motor Carrier Officers-Scheduled Overtime-Fleet	\$46,082.60	\$2,425.40	\$48,508.00	\$0.00
Single Audit Fees	\$3,800.00	\$200.00	\$4,000.00	\$0.00
Telecommunications	\$110,182.48	\$5,799.08	\$115,981.56	\$0.00
Purchased Services	\$168,987.87	\$8,894.10	\$177,881.97	\$0.00
State Building Rent	\$10,814.51	\$569.18	\$11,383.69	\$0.00
IFTA/IRP Managers and Law Enforcement Workshop Registration Fees	\$1,140.00	\$60.00	\$1,200.00	\$0.00
COHMED Conference Registration Fees	\$3,918.75	\$206.25	\$4,125.00	\$0.00
Spring CVSA Workshop Registration Fees	\$7,053.75	\$371.25	\$7,425.00	\$0.00
Fall CVSA Annual Conference and Exhibition	\$7,053.75	\$371.25	\$7,425.00	\$0.00
CVSA Data Management, Quality & FMCSA Systems Training Registration Fees	\$2,280.00	\$120.00	\$2,400.00	\$0.00
NEP - Fleet	\$23,750.00	\$1,250.00	\$25,000.00	\$0.00
CVSA Decals	\$7,541.10	\$396.90	\$7,938.00	\$0.00
NEP-Telecommunications	\$5,225.00	\$275.00	\$5,500.00	\$0.00
NEP-Printing & Postage	\$0.00	\$0.00	\$0.00	\$0.00
NEP-Technology Desktop and Email Fees	\$5,381.75	\$283.25	\$5,665.00	\$0.00
Fleet-patrol vehicles	\$2,099,427.14	\$110,496.16	\$2,209,923.30	\$0.00
CVSA Membership Dues	\$18,145.00	\$955.00	\$19,100.00	\$0.00
HELP, Inc. Membership Dues	\$7,125.00	\$375.00	\$7,500.00	\$0.00
MSP HazMat Center Highway Cargo Tank Specialty Registration	\$1,064.00	\$56.00	\$1,120.00	\$0.00
25th Retread Advanced I Training Room Rental	\$2,297.10	\$120.90	\$2,418.00	\$0.00
Enforcement In Service Training Room Rental Costs	\$291.95	\$15.37	\$307.32	\$0.00
Investigator and Safety Auditor Training/Meetings Room Rental Cost	\$627.00	\$33.00	\$660.00	\$0.00
27th Recruit School Temp Staff Fleet Costs	\$30,944.71	\$1,628.67	\$32,573.38	\$0.00
27th Recruit School Purchased Services	\$175,577.56	\$9,240.91	\$184,818.47	\$0.00
27th Recruit School Training Rental Room Costs	\$19,395.20	\$1,020.80	\$20,416.00	\$0.00
HAAS Alert Notification System	\$70,811.73	\$3,726.93	\$74,538.66	\$0.00
<b>Other Costs total</b>	<b>\$2,837,168.70</b>	<b>\$149,324.65</b>	<b>\$2,986,493.35</b>	<b>\$0.00</b>

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Subtotal for Direct Costs</b>	<b>\$12,732,942.66</b>	<b>\$670,154.17</b>	<b>\$13,403,096.83</b>	<b>\$3,932,222.77</b>
Indirect Costs	\$1,058,277.92	\$55,698.84	\$1,113,976.76	NA
<b>Total Costs Budgeted</b>	<b>\$13,791,220.58</b>	<b>\$725,853.01</b>	<b>\$14,517,073.59</b>	<b>\$3,932,222.77</b>

## Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$13,791,222.00	\$725,854.00	\$14,517,076.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,177,561.00
MOE Baseline:	\$3,083,837.50

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$4,276,075.36	\$225,056.61	\$4,501,131.97	\$2,073,051.53
;;;Overtime Subtotal	\$832,916.07	\$43,837.69	\$876,753.76	\$0.00
Personnel Total	\$5,108,991.43	\$268,894.30	\$5,377,885.73	\$2,073,051.53
Fringe Benefits Total	\$3,565,417.74	\$187,653.62	\$3,753,071.36	\$1,859,171.24
Travel Total	\$444,551.02	\$23,396.70	\$467,947.72	\$0.00
Equipment Total	\$338,342.50	\$17,807.50	\$356,150.00	\$0.00
Supplies Total	\$248,471.27	\$13,077.40	\$261,548.67	\$0.00
Contractual and Subaward Total	\$190,000.00	\$10,000.00	\$200,000.00	\$0.00
Other Costs Total	\$2,837,168.70	\$149,324.65	\$2,986,493.35	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$12,732,942.66	\$670,154.17	\$13,403,096.83	\$3,932,222.77
Indirect Costs	\$1,058,277.92	\$55,698.84	\$1,113,976.76	NA
<b>Total Costs Budgeted</b>	<b>\$13,791,220.58</b>	<b>\$725,853.01</b>	<b>\$14,517,073.59</b>	<b>\$3,932,222.77</b>

**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? Pat Morris
2. What is this person's title? Division Commander
3. Who is your Governor's highway safety representative? Katie Bower
4. What is this person's title? Director

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

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

**State Certification declaration:**

I, Pat Morris, Division Commander, on behalf of the State of MICHIGAN, 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? Richard Arnold
2. What is the title of your certifying State official? Division Commander
3. What are the phone # and email address of your State official? 517-284-3242

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

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

I, Richard Arnold, certify that MICHIGAN 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

## STATE AND LOCAL GOVERNMENTS RATE AGREEMENT

EIN: 38-6000134

DATE:11/08/2022

ORGANIZATION:

FILING REF.: The preceding  
agreement was dated  
02/23/2022

Michigan Department of State Police

333 S. Grand Ave.

PO Box 30634

Lansing, MI 48909

The rates approved in this agreement are for use on grants, contracts and other agreements with the Federal Government, subject to the conditions in Section III.

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### SECTION I: INDIRECT COST RATES

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RATE TYPES:      FIXED                  FINAL                  PROV. (PROVISIONAL)      PRED. (PREDETERMINED)

#### EFFECTIVE PERIOD

<u>TYPE</u>	<u>FROM</u>	<u>TO</u>	<u>RATE (%)</u>	<u>LOCATION</u>	<u>APPLICABLE TO</u>
FIXED	10/01/2022	09/30/2023	8.80	All	All Programs
PROV.	10/01/2023	09/30/2025			Use same rates and conditions as those cited for fiscal year ending September 30, 2023.

#### \*BASE

Direct salaries and wages including all fringe benefits.



ORGANIZATION: Michigan Department of State Police

AGREEMENT DATE: 11/08/2022

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## **SECTION II: SPECIAL REMARKS**

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### TREATMENT OF FRINGE BENEFITS:

The fringe benefits are specifically identified to each employee and are charged individually as direct costs. The directly claimed fringe benefits are listed below.

### TREATMENT OF PAID ABSENCES

Vacation, holiday, sick leave pay and other paid absences are included in salaries and wages and are claimed on grants, contracts and other agreements as part of the normal cost for salaries and wages. Separate claims are not made for the cost of these paid absences.

### Equipment Definition -

Equipment means an article of nonexpendable, tangible personal property having a useful life of more than 1 year, and an acquisition costs of \$5,000 or more per unit.

### Fringe Benefits -

FICA

Retirement

Group Health Insurance

Worker's Compensation

This rate is not applicable to pass-through funds.

The fixed indirect cost rate includes an over-recovery carry forward amount of \$1,492,525 from finalizing fiscal year ended September 30, 2021.

Your next proposal based on actual costs for the fiscal year ending September 30, 2022 is due to FEMA by March 31, 2023.

ORGANIZATION: Michigan Department of State Police

AGREEMENT DATE: 11/08/2022

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### SECTION III: GENERAL

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A. LIMITATIONS:

The rates in this Agreement are subject to any statutory or administrative limitations and apply to a given grant, contract or other agreement only to the extent that funds are available. Acceptance of the rates is subject to the following conditions: (1) Only costs incurred by the organization were included in its indirect cost pool as finally accepted; such costs are legal obligations of the organization and are allowable under the governing cost principles; (2) The same costs that have been treated as indirect costs are not claimed as direct costs; (3) Similar types of costs have been accorded consistent accounting treatment; and (4) The information provided by the organization which was used to establish the rates is not later found to be materially incomplete or inaccurate by the Federal Government. In such situations the rate(s) would be subject to renegotiation at the discretion of the Federal Government.

B. ACCOUNTING CHANGES:

This Agreement is based on the accounting system purported by the organization to be in effect during the Agreement period. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from the use of this Agreement require prior approval of the authorized representative of the cognizant agency. Such changes include, but are not limited to, changes in the charging of a particular type of cost from indirect to direct. Failure to obtain approval may result in cost disallowances.

C. FIXED RATES:

If a fixed rate is in this Agreement, it is based on an estimate of the costs for the period covered by the rate. When the actual costs for this period are determined, an adjustment will be made to a rate of a future year(s) to compensate for the difference between the costs used to establish the fixed rate and actual costs.

D. USE BY OTHER FEDERAL AGENCIES:

The rates in this Agreement were approved in accordance with the authority in Title 2 of the Code of Federal Regulations, Part 200 (2 CFR 200), and should be applied to grants, contracts and other agreements covered by 2 CFR 200, subject to any limitations in A above. The organization may provide copies of the Agreement to other Federal Agencies to give them early notification of the Agreement.

E. OTHER:

If any Federal contract, grant or other agreement is reimbursing indirect costs by a means other than the approved rate(s) in this Agreement, the organization should (1) credit such costs to the affected programs, and (2) apply the approved rate(s) to the appropriate base to identify the proper amount of indirect costs allocable to these programs.

BY THE INSTITUTION:

Michigan Department of State Police

(INSTITUTION)

(SIGNATURE)

Amanda J. Baker

(NAME)

Director, Budget and Financial Services

(TITLE)

11/10/2022

(DATE)

ON BEHALF OF THE FEDERAL GOVERNMENT:

DEPARTMENT OF HEALTH AND HUMAN SERVICES

(AGENCY)

Darryl W. Mayes -S

Digitally signed by Darryl W. Mayes -S  
DN: c=US, o=U.S. Government, ou=HHS, ou=PSC, ou=People,  
0.9.2342.19200300.100.1.1=2000131669, cn=Darryl W. Mayes -S  
Date: 2022.11.10 09:42:17 -05'00'

(SIGNATURE)

Darryl W. Mayes

(NAME)

Deputy Director, Cost Allocation Services

(TITLE)

11/08/2022

(DATE) 4440

HHS REPRESENTATIVE:

Marcal Matthews

Telephone:

(212) 264-0921