



## **ALABAMA**

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

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

**Fiscal Years 2024 - 2026  
Annual Update FY 2025**

**Date of Approval: March 02, 2026**

## **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 2025)
- Part 5: Certifications and Documents (FY 2025)

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 2025:

**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 2024 plans. States must carefully review and update this information to reflect FY 2025 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 2025 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

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

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

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

**Part 1 Section 2 - Mission/Goal Statement**

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

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

**Instructions:**

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

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

The Mission of the Alabama Law Enforcement Agency's (ALEA) Motor Carrier Safety Unit (MCSU) is to improve and promote safe commercial vehicle operation on Alabama roadways by enforcing state laws and federal regulations with the highest standards of integrity and professionalism. The MCSU is committed to establishing and maintaining positive relationships with public and private organizations in order to identify problems and provide solutions that are beneficial to the safety of the commercial motor carrier industry and the motoring public.

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

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

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

**Part 1 Section 3 - MCSAP Structure Explanation**

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

**Instructions:**

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

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

The Motor Carrier Safety Unit (MCSU) is structured as follows: 51 Troopers, 13 Corporals, 5 Sergeants, 1 Lieutenant, 1 Captain, 2 full-time civilians, 2 part-time Retired State Employees.

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

**Update for FY25:**

**The following MCSAP-funded positions are currently vacant: One safety auditor trooper and three inspector troopers.**

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

The New Entrant/Compliance Unit is comprised of 4 Troopers, 1 Corporal, 1 Sergeant, and 1 part-time retired state employee who performs administrative duties. While their primary responsibility is conducting New Entrant Safety Audits, their routine day allows for the completion of roadside inspections, and these numbers contribute to the yearly totals. The New Entrant Safety Audit Corporal reports to the Compliance/Training Sergeant.

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

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

The CVE program consists of 77 ALEA-funded Troopers assigned to Highway Patrol and four assigned to other divisions across the state, and are certified to conduct level II and III inspections on mile-posted high-crash corridors.

The COPS program comprises 18 law enforcement officers from 9 agencies outside ALEA, certified to conduct Level II and III inspections. These agencies are not subrecipients of MCSAP funding.

It is reiterated that 16 Troopers and 4 Corporals, who are counted within the total numbers of the MCSU in the first paragraph, are funded by ALDOT as described in the third paragraph. These positions were noted to provide an overall picture of the personnel within the MCSU. ALDOT funds the three MCSU field sergeant's personnel costs at a rate of 25%.

**Part 1 Section 4 - MCSAP Structure**

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

**Instructions:**

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

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

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

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

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

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

Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
<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:	9
Total # of MCSAP Participating Personnel:	18

## 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

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

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

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

### Trend Analysis for 2018 - 2022

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

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

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

**ALL CMV CRASHES**

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	161	138	144
01/01/2021	12/31/2021	152	140	126
01/01/2020	12/31/2020	144	142	130
01/01/2019	12/31/2019	144	120	134
01/01/2018	12/31/2018	132	121	136

**MOTORCOACH/PASSENGER CARRIER CRASHES**

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

**Goal measurement as defined by your State:** Actual # Fatalities

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

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

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

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

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

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

**Goal measurement as defined by your State:** Actual # Fatalities

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Part 2 Section 3 - Roadside Inspections**

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 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 the Trend Analysis table, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.

**Trend Analysis for 2018 - 2022**

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

The ALEA/MCSU is utilizing SafeSpect inspection platform to record roadside inspection data.

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

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

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

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

Currently, the MCSU is budgeted for 71 personnel certified to conduct Level I inspections; however, only 51 are MCSAP-funded personnel allocated to perform inspections. In FY 2023, those personnel certified to conduct Level I inspections conducted a total of 50,763 inspections. Of those inspections, 7,205 were Level I (snapshot FMCSA Dashboard-06/14/2024). For FY 2025, the MCSU is planning to increase the number of inspector personnel by 1, in an effort to increase the percentage of Level I inspections conducted when faced with limited access throughout the state to fixed locations as well as a limited number of Level I certified inspectors. MCSU has increased its percentage of Level I inspections each year towards FMCSA's recommended percentage of 25%.

**Update for FY25:**

**ALEA does not anticipate increasing the number of projected inspections for FY25 or the number of Level I inspections in an effort to reach the goal of 25%. This is due to the ongoing vacancies within the MCSU and the uncertainty of backfilling these positions due to manpower shortages.**

**The MCSU training section obtains data reports from FMCSA DART requests (Data Analysis Report Team) on a monthly basis to monitor eRODS usage and missed prohibited drivers. The training section also obtains a CDLIS usage report on a monthly basis from the division office. Issues discovered that indicate a lack of use are addressed with remedial training.**

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

The Alabama Law Enforcement Agency has 77 Highway Patrol Troopers across the state and are certified to conduct Level II and III inspections on mile-posted high crash corridors.

The MCSU training section administers annual refresher training on conducting roadside inspections, compliance with Electronic Logging Devices (ELD), and the tactics to recognize human trafficking/smuggling in conjunction with a CMV inspection for MCSAP personnel. MCSAP personnel are afforded the opportunity to attend Drug Interdiction Assistance Program (DIAP) courses posted on the National Training Center website (NTC). Annual refresher training is also afforded to those who have previously attended DIAP courses. The MCSU participates in interdiction details organized by the Highway Patrol Division.

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

**Projected Goals for FY 2024 - 2026**

**Instructions for Projected Goals:**

*Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2024 - 2026. For FY 2025, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.*

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

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

**MCSAP Lead Agency**

**Lead Agency is:** ALABAMA LAW ENFORCEMENT AGENCY

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

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	5500	250	0	5750	14.20%
Level 2: Walk-Around	17380	750	20	18150	44.81%
Level 3: Driver-Only	16500	0	0	16500	40.74%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	100	100	0.25%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Sub-Total Lead Agency</b>	<b>39380</b>	<b>1000</b>	<b>120</b>	<b>40500</b>	

**MCSAP subrecipient agency**

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

Subrecipient is:

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

Projected Goals for FY 2025 - 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:	9
Enter the total number of non-funded certified officers:	18
Enter the total number of inspections projected for FY 2025:	576

**Summary**

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
<b>MCSAP Lead Agency: ALABAMA LAW ENFORCEMENT AGENCY</b>					
<b># certified personnel: 146</b>					
<b>Subrecipient Agencies:</b>					
<b># certified personnel: 0</b>					
<b>Number of Non-Funded Agencies: 9</b>					
<b># certified personnel: 18</b>					
<b># projected inspections: 576</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	5500	250	0	5750	14.20%
Level 2: Walk-Around	17380	750	20	18150	44.81%
Level 3: Driver-Only	16500	0	0	16500	40.74%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	100	100	0.25%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Total MCSAP Lead Agency &amp; Subrecipients</b>	<b>39380</b>	<b>1000</b>	<b>120</b>	<b>40500</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.

Crash data indicates the majority of CMV crashes in Alabama are caused by driver actions, not mechanically related issues identified by a Level I inspection. In addition to crash causation factors, Alabama is limited in the number of Level I certified inspectors. Of the 168 certified inspectors, only 68 are certified to perform Level I inspections. MCSU currently has access to only 1 fixed location with facilities to conduct level one inspections. This facility has one MCSAP inspector assigned to its location and is also used when MCSAP-funded personnel conduct special details. Shifts and days worked vary according to the needs of the details being worked. ALDOT-funded personnel are also permanently assigned to the site, but their primary duties are size and weight enforcement. All other Level I inspections are conducted roadside. Currently, the MCSU is staffed with 68 personnel certified to conduct Level 1 inspections. In FY2017, those personnel certified to conduct Level 1 inspections conducted a total of 27,000 inspections. Of those inspections, 2,538 were Level 1. MCSU is currently exploring ways to increase the percentage of Level 1 inspections conducted when faced with limited access throughout the state to fixed locations as well as a limited number of Level 1 certified inspectors. Therefore, the MCSU does not plan to achieve the Level 1 recommended goal identified in the MCSAP Comprehensive Policy. The projected goals listed in the tables for FY 2025 and FY 2026 do not indicate a substantial increase in the number of projected inspections and no increase to the number of certified officers. This is due to the uncertainty of ALEA hiring additional personnel and anticipated retirements. The MCSU, at a minimum, hopes to retain the current number of lead agency certified personnel and non-funded certified personnel.

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

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

**Part 2 Section 4 - Investigations**

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

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

**Trend Analysis for 2018 - 2022**

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

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

**Narrative Overview for FY 2024 - 2026**

**Instructions:**

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

**Projected Goals for FY 2024 - 2026**

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

Projected Goals for FY 2024 - 2026 - Investigations						
Investigation Type	FY 2024		FY 2025		FY 2026	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	6	0	6	0
CSA On-Site Comprehensive	0	0	6	0	6	0
<b>Total Investigations</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

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

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

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

**Update for FY25:**

The MCSU anticipates having two safety auditors cross-trained in compliance investigations. The MCSU plans to send two sworn personnel to an Investigative Safety Analysis course in the spring of 2026. Once certified, each investigator will be expected to complete a minimum of 6 reviews annually. Their first-line supervisor will monitor their activity, and the division office will review completed investigations.

**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.**

**Update for FY25:**

Once certified, the compliance section supervisor will monitor activity and progress to ensure that the projections identified in the eCVSP are met or exceeded.

**Part 2 Section 5 - Traffic Enforcement**

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

**Trend Analysis for 2018 - 2022**

**Instructions:**

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2022	05/26/2022	5713	9140
01/01/2021	12/31/2021	2945	4712
01/01/2020	12/31/2020	2850	4765
01/01/2019	12/31/2019	2578	4443
01/01/2018	12/31/2018	2996	4405

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2017	05/26/2017	6339	6339
01/01/2016	12/31/2016	17722	17722
01/01/2015	12/31/2015	17850	17850
01/01/2014	12/31/2014		
01/01/2013	12/31/2013	19579	19579

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

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

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

**Narrative Overview for FY 2024 - 2026**

**Instructions:**

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

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

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

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

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

**Projected Goals for FY 2024 - 2026**

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

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

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	3500	3600	3700
<input checked="" type="radio"/>	<input type="radio"/>	CMV Non-Inspection	350	360	370
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	1925	1980	1990
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	2040	2040	2040

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections (including border inspections, if applicable), carrier investigations, new entrant safety audits, and CMV non-inspection traffic enforcements conducted in the State for Fiscal Years 2014 and 2015. The table below displays the information you input into this CVSP from those respective sections. The sum of your planned activities must equal or exceed the average number of 2014/2015 activities to be eligible to utilize Federal funding for Non-CMV traffic enforcement.

FY 2025 Planned Safety Activities					
Inspections	Investigations	New Entrant Safety Audits	CMV Non-Inspection Traffic Enforcement	Sum of FY 2025 Activities	Average 2014/15 Activities
41076	12	690	360	42138	36013

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

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

## Part 2 Section 6 - Safety Technology

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

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

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

### Innovative Technology Deployment (ITD)

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

With the enhanced funding provided to each State as part of the Infrastructure Investment and Jobs Act (IIJA), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

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

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

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

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

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

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

**Safety Technology Compliance Status**

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

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

Available data sources:

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

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

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

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

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

Alabama participates in PRISM at the enhanced level.

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

Alabama is fully PRISM compliant.

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

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

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

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

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

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

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

Ensure PRISM training is provided to all enforcement officers.

**Part 2 Section 7 - Public Education and Outreach**

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

**Trend Analysis for 2018 - 2022**

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

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

**Narrative Overview for FY 2024 - 2026**

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

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

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

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

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

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

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

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

**Projected Goals for FY 2024 - 2026**

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

			Performance Goals		
Yes	No	Activity Type	FY 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	25	25	25
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	250	250	250
<input type="radio"/>	<input checked="" type="radio"/>	Local Educational Safety Events	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events	0	0	0

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

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

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

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

**SSDQ Compliance Status**

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

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

Available data sources:

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

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

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

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

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

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

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

A&I Online data snapshot used was dated June 28, 2024.

**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.).

No issues have been encountered for SSDQ measures.

***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.***

The MCSU proposes to maintain a "Good/Green" status by monitoring and addressing data quality issues. Records to research in A&I is actively monitored. Records that appear on these reports are investigated in an effort to correct any data quality issues.

***Program Activities FY 2024 - 2026: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.***

MCSU training staff and two retired state employees address pending DataQs in accordance with FMCSA policy. MCSU command staff review and address elevated/appeal requests on a case by case basis.

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

The MCSU utilizes two full-time staff members (Administrative Support Assistant & Sergeant) to monitor and vet crash reports for accuracy. MCSU field supervisors are responsible for reviewing SafeSpect driver/vehicle examination reports to ensure they are submitted in a timely and accurate manner. This helps ensure that accurate data is submitted to FMCSA promptly, so the state remains in the "green/good" category.

**Part 2 Section 9 - New Entrant Safety Audits**

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

For the purpose of this section:

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

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

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

**Trend Analysis for 2018 - 2022**

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

New Entrant Safety Audits	2018	2019	2020	2021	2022
Interstate	675	665	708	660	1243
Intrastate	0	0	0	0	0
<b>Total Audits</b>	<b>675</b>	<b>665</b>	<b>708</b>	<b>660</b>	<b>1243</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: Alabama Law Enforcement Agency

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	08/12/2025
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	109
Current Number of Past Dues	0

**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						
Number of Safety Audits/Non-Audit Resolutions	FY 2024		FY 2025		FY 2026	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	120	0	90	0	90	0
# of Safety Audits (Offsite)	630	0	600	0	600	0
# Group Audits	0	0	0	0	0	0
<b>TOTAL Safety Audits</b>	<b>750</b>	<b>0</b>	<b>690</b>	<b>0</b>	<b>690</b>	<b>0</b>
# of Non-Audit Resolutions	350	0	350	0	350	0

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

Currently, there are no past-due audits. ALEA will continue to focus on keeping past-due carriers to a minimum. Internal controls have been enacted to ensure New Entrant Safety Audits or non-audit resolutions are assigned, investigated, completed, and reviewed/uploaded prior to statutory deadlines.

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

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

**Update for FY25:**

Currently, the MCSU is maintaining a 0 past-due inventory. Over the past three quarters, completed audits have averaged 184, with the current unassigned carrier inventory at 109. The MCSU anticipates completing 690 audits per fiscal year based on the current inventory. The table above has been modified to the current projections. Currently, the MCSU has one vacant safety auditor position of the allotted four full time positions. Additionally, three MCSU arresting personnel perform Safety Audits on a part-time basis.

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

Auditors will follow the guidelines and procedures for conducting on-site and off-site safety audits to ensure all New Entrant Safety Audits are completed within statutory guidelines. Additionally, New Entrant Safety Auditors have been directed to ensure all work assignments are completed within a 30-day window of the due date of each assigned motor carrier. These controls will help ensure eligible motor carriers do not become "past-due."

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

1. Assign carriers to New Entrant Auditors within 120 days of the carrier entering the New Entrant Program.
2. Assigning New Entrant Auditors specific geographical territories throughout the state based on the auditor's home of record (for carriers required to undergo an on-site NE Safety Audit).
3. Utilizing the off-site New Entrant Safety Audit process to reach multiple carriers and minimize cost.
4. Auditors will submit "contact records" bi-weekly, indicating a non-audit resolution was completed. The "contact records" are entered immediately upon submission to the New Entrant Supervisor and the Retired State Employee.
5. Upon completion of a New Entrant Safety Audit, Auditors will submit the Safety Audit for review within 24 hours to one of the New Entrant Supervisors, and the audit will be uploaded within 36 hours.

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

The anticipated outcome for FY 2025 is that Alabama will have 0 late or past-due carriers.

Strategy: Conduct 690 New Entrant Safety Audits on Alabama-based carriers

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

**Instructions:**

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

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

**Your State’s FY 2023 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 04/26/2024*

**Check this box if:**

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

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

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

**Instructions:**

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

**Check this box if:**

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

<b>Part 3 Section 4 - State Specific Objectives – Past</b>
--

No updates are required for this section.

**Instructions:**

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

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

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

## Activity #1

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

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

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

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

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

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

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

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

## Activity #2

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

Post Crash Inspections

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

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

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

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

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

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

### Part 3 Section 5 - State Specific Objectives – Future

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

#### Instructions:

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

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

#### State Objective #1

##### **Enter the title of your State-Identified Objective.**

Traffic Enforcement in High Crash Corridors

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

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

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

##### **Projected Goals for FY 2024 - 2026:**

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

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

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

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

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

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

## Part 4 - Financial Information

### Part 4 Section 1 - Overview

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

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

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

#### Instructions

The *Spending Plan* should include costs for FY 2025 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.
- A State's planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- A Territory's planned Total Project Costs are within \$5 of the Federal share.

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$8,809,462.00	\$463,656.00	\$9,273,118.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,390,968.00
MOE Baseline:	\$207,521.44

**Part 4 Section 2 - Personnel**

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

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

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

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,390,968.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
ASA III	1	100.0000	\$58,111.20	\$58,111.20	\$55,205.64	\$2,905.56	\$0.00
ASA III	1	80.0000	\$28,614.24	\$22,891.39	\$21,746.82	\$1,144.57	\$0.00
Trooper	35	100.0000	\$77,352.50	\$2,707,337.50	\$2,571,970.62	\$135,366.88	\$0.00
Corporal	9	100.0000	\$87,632.13	\$788,689.17	\$749,254.71	\$39,434.46	\$0.00
Sergeant	2	100.0000	\$97,716.00	\$195,432.00	\$185,660.40	\$9,771.60	\$0.00
Sergeant	3	75.0000	\$97,716.00	\$219,861.00	\$208,867.95	\$10,993.05	\$0.00
Lieutenant	1	90.0000	\$105,194.40	\$94,674.96	\$89,941.21	\$4,733.75	\$0.00
Captain	1	90.0000	\$119,442.72	\$107,498.44	\$102,123.53	\$5,374.91	\$0.00
Part-Time Retired State Employee (sworn)	1	100.0000	\$39,000.00	\$39,000.00	\$37,050.00	\$1,950.00	\$0.00
Part-Time Retired State Employee (non-sworn)	1	50.0000	\$39,000.00	\$19,500.00	\$18,525.00	\$975.00	\$0.00
Subsistence	1	100.0000	\$144,432.00	\$144,432.00	\$137,210.40	\$7,221.60	\$0.00
MOE	1	0.0000	\$194,400.00	\$0.00	\$0.00	\$0.00	\$194,400.00
<b>Subtotal: Salary</b>				<b>\$4,397,427.66</b>	<b>\$4,177,556.28</b>	<b>\$219,871.38</b>	<b>\$194,400.00</b>
Overtime Project Costs							
Overtime	1	100.0000	\$162,500.00	\$162,500.00	\$154,375.00	\$8,125.00	\$0.00
<b>Subtotal: Overtime</b>				<b>\$162,500.00</b>	<b>\$154,375.00</b>	<b>\$8,125.00</b>	<b>\$0.00</b>
<b>TOTAL: Personnel</b>				<b>\$4,559,927.66</b>	<b>\$4,331,931.28</b>	<b>\$227,996.38</b>	<b>\$194,400.00</b>
<b>Accounting Method:</b>	<b>Accrual</b>						

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

Total Project costs (Federal and State) for arresting and civilian personnel total \$4,559,927.66 for MCSAP Basic Arresting Personnel and MCSAP Basic Civilian Personnel.

Per Alabama law, officers are required to receive \$12.00 per day of substance pay if they work at least 4 hours per day. 51 sworn employees working an average of 236 days a year, multiplied by \$12.00. (51 x 236 x 12 = 144,432)

Overtime is included at a total of \$162,500 to assist with post-crash investigations, inspections, DataQs, New Entrant Safety Audits, and any other official administrative duties that may require troopers of all ranks to exceed a routine 40-hour work week. The amount is derived from previous years' historical data when computing the burn rate over a 12-month period based on the needs of the unit.

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

Troopers perform roadside inspections and a dedicated few conduct new entrant safety audits. Corporals are first-line supervisors to the troopers, performing supervisory duties, roadside inspections, and administrative tasks. Three field sergeants are the area commanders who oversee day-to-day field operations, perform daily administrative tasks, supervise corporals, and conduct roadside inspections. One training sergeant directly supervises the new entrant compliance corporal and the training corporal, who manages and develops the annual training curriculum. Together, the training sergeant, compliance corporal, and training corporal manage the data quality program and assist each other with the training program. The compliance corporal directly supervises the troopers conducting new entrant safety audits. The administrative sergeant also assists with managing the daily administrative functions at headquarters. The administrative sergeant also serves as the unit's liaison for financial and budgetary matters to the accounting department and the inventory officer.

The Lieutenant, Assistant Unit Commander, is responsible for maintaining a high standard of discipline among personnel and ensuring the unit's overall morale, efficiency, and operations. The Assistant Commander directly supervises the Sergeants and may be assigned to assume command of the unit in the Commander's absence.

The Captain, Unit Commander, concentrates on the essential aspects of the mission and provides overall guidance to their subordinates, enabling them to exercise initiative and sound professional judgment in supervising other

subordinate personnel. The Commander alone is responsible for the unit.

The MCSU currently employs two retired state employees. The retired state employee's daily duties include answering phone inquiries from the public related to FMCSRs and serving as subject matter experts (SME) based on their prior full-time positions within ALEA. Retired State employees are limited to working 29 hours a week, and their annual salary is capped at \$39,000. One retired state employee dedicates 100% of their time to MCSAP-related duties, and the other retired state employee dedicates 50% of their time to MCSAP-related duties.

The MOE will be charged to a small percentage of overall personnel costs, travel, and equipment identified in the eCVSP, as indicated in the previous year's submitted MOE substantiation document.

### Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

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

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
100% Health Insurance (\$1,005*12 months*47 employees)	100.0000	100.0000	\$566,820.00	\$566,820.00	\$538,479.00	\$28,341.00	\$0.00
90% Health Insurance (\$1,005*12 months*2 employees)	100.0000	90.0000	\$24,120.00	\$21,708.00	\$20,622.60	\$1,085.40	\$0.00
80% Health Insurance (\$1,005*12 months*1 employee)	100.0000	80.0000	\$12,060.00	\$9,648.00	\$9,165.60	\$482.40	\$0.00
75% Health Insurance (\$1,005*12 months*3 employees)	100.0000	75.0000	\$36,180.00	\$27,135.00	\$25,778.25	\$1,356.75	\$0.00
Retirement Trooper (46 personnel @ 100%)	60.3500	100.0000	\$3,691,458.67	\$2,227,795.30	\$2,116,405.54	\$111,389.76	\$0.00
Retirement Trooper (2 personnel @ 90%)	60.3500	90.0000	\$202,173.41	\$109,810.48	\$104,319.96	\$5,490.52	\$0.00
Retirement Trooper (3 personnel @ 75%)	60.3500	75.0000	\$219,861.00	\$99,514.58	\$94,538.86	\$4,975.72	\$0.00
Retirement Civilian (1 ASA III @ 100%)	17.3400	100.0000	\$58,111.20	\$10,076.48	\$9,572.66	\$503.82	\$0.00
Retirement Civilian (1 ASA III @ 80%)	17.3400	80.0000	\$22,891.39	\$3,175.49	\$3,016.72	\$158.77	\$0.00
Trooper Medicare (46 personnel @ 100%)	1.4500	100.0000	\$3,691,458.67	\$53,526.15	\$50,849.84	\$2,676.31	\$0.00
Trooper Medicare (2 personnel @ 90%)	1.4500	90.0000	\$202,173.41	\$2,638.36	\$2,506.44	\$131.92	\$0.00
Trooper Medicare (3 personnel @ 75%)	1.4500	75.0000	\$219,861.00	\$2,390.98	\$2,271.44	\$119.54	\$0.00
Civilian FICA (1 ASA III @ 100%)	7.6500	100.0000	\$58,111.20	\$4,445.50	\$4,223.23	\$222.27	\$0.00
Civilian FICA (1 ASA III @ 80%)	7.6500	80.0000	\$22,891.39	\$1,400.95	\$1,330.91	\$70.04	\$0.00
Overtime Medicare	1.4500	100.0000	\$162,500.00	\$2,356.25	\$2,238.44	\$117.81	\$0.00
Overtime Retirement	60.3500	100.0000	\$162,500.00	\$98,068.75	\$93,165.31	\$4,903.44	\$0.00
Subsistence	1.4500	100.0000	\$144,432.00	\$2,094.26	\$1,989.55	\$104.71	\$0.00
Non-overnight per diem	1.4500	100.0000	\$46,600.00	\$675.70	\$641.92	\$33.78	\$0.00
Retired Employee FICA (non-sworn)	7.6500	100.0000	\$39,000.00	\$2,983.50	\$2,834.33	\$149.17	\$0.00
Retired Employee FICA	7.6500	50.0000	\$39,000.00	\$1,491.75	\$1,417.16	\$74.59	\$0.00
<b>TOTAL: Fringe Benefits</b>				<b>\$3,247,755.48</b>	<b>\$3,085,367.76</b>	<b>\$162,387.72</b>	<b>\$0.00</b>

**Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.** Fringe benefit costs for FICA, Retirement, and Health Insurance costs, for all employees, are reflected above. The two Retired State Employees are not included for retirement and health insurance benefits.

Employees traveling away from their base station for more than six (6) hours but less than 12 hours are paid \$12.75 per day for in-state non-overnight per diem. Employees traveling away from their base station more than twelve (12) hours are paid \$34.00 per day for in-state non-overnight per diem. **Non-overnight per diem is subject to federal withholdings, as indicated in the above chart. (Code of Alabama, 36-7-20)**

**Arresting officers are paid \$12.00 subsistence per day for each day worked four (4) hours or more. Subsistence is subject to federal withholdings, as indicated in the above chart. (Code of Alabama 36-21-2)**

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

The FY 2025 retirement percentage paid by ALEA is 60.35% for arresting officers and 17.34% for civilians.

Health insurance costs are included at \$1,005 per month per employee, based on their respective percentage of time worked, and are reflected in the table above. 75% Health Insurance positions reflect those employees that spent 75% of their duties on MCSAP-related activities, 80% Health Insurance positions reflect those employees that spent 80% of their responsibilities on MCSAP-related activities, 90% Health Insurance positions reflect those employees that spent 90% of their duties on MCSAP-related activities, and 100% Health Insurance positions reflect those employees that spent 100% of their responsibilities on MCSAP related activities.

**Part 4 Section 4 - Travel**

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

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

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

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
CVSA Conferences	16	80	100.0000	\$52,400.00	\$49,780.00	\$2,620.00	\$0.00
Safe Drive	3	15	100.0000	\$9,600.00	\$9,120.00	\$480.00	\$0.00
MCSAP / ITD Workshop	3	12	100.0000	\$9,600.00	\$9,120.00	\$480.00	\$0.00
In-State Per Diem	51	236	100.0000	\$135,000.00	\$128,250.00	\$6,750.00	\$0.00
Out-of-State Travel	51	10	100.0000	\$10,000.00	\$9,500.00	\$500.00	\$0.00
Training Travel	1	14	100.0000	\$10,000.00	\$9,500.00	\$500.00	\$0.00
Alabama Trucking Ass. Travel	1	5	100.0000	\$1,400.00	\$1,330.00	\$70.00	\$0.00
<b>TOTAL: Travel</b>				<b>\$228,000.00</b>	<b>\$216,600.00</b>	<b>\$11,400.00</b>	<b>\$0.00</b>

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

**CVSA / NAIC / COHMED conferences:**Historically, the MCSU has had three to four members attend these conferences five to six days a week per event, requiring two travel days—one before and one after each event. The budget is based on airline fees, airport parking, checked baggage fees, hotel costs, meals, and car rental or taxi expenses.

**FMCSA Workshops (ITD / DataQ):** The meetings usually last two to four days and include two travel days, one before and one after. The budget is calculated based on airline fees, airport parking, checked baggage charges, hotel costs, meals, and car rental or taxi expenses.

**In-state Per Diem:** Per Alabama law, the current per diem rate is \$12.75 for travel away from the assigned base for six hours or more and \$34.00 if the employee is away from the assigned base for twelve or more hours. Overnight travel for one night is \$85.00, and for two or more nights is \$100.00. There are 51 MCSAP personnel who participate in pre-planned details that would qualify for claiming in-state travel. Based on the above-mentioned definition of in-state per diem, historical data indicates that qualifying for these claims is not a daily occurrence. The figure indicated for in-state per diem is based on historical data obtained from prior years, overall combined non-overnight and overnight travel claims. **Non-overnight per diem is a taxable benefit listed in the fringe table.**

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

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

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

Title	# of Employees	Transportation/ Travel Fees	Lodging Fees	Meals	Total
CVSA Spring	4	\$6,400.00	\$4,800.00	\$1,600.00	\$12,800.00
CVSA Fall	4	\$6,400.00	\$4,800.00	\$1,600.00	\$12,800.00
CVSA COHMED	4	\$6,400.00	\$6,000.00	\$1,600.00	\$14,000.00
CVSA NAIC	1	\$1,600.00	\$1,200.00	\$400.00	\$3,200.00
CVSA DataQ Workshop	3	\$4,800.00	\$3,600.00	\$1,200.00	\$9,600.00
Safe Drive	3	\$4,800.00	\$3,600.00	\$1,200.00	\$9,600.00
MCSAP / ITD Workshop	3	\$4,800.00	\$3,600.00	\$1,200.00	\$9,600.00
In-state Per Diem					\$135,000.00
Out-Of-State Travel					\$10,000.00
Training Travel					\$10,000.00
ATA Travel	1	\$0.00	\$1,000.00	\$400.00	\$1,400.00
			Grand Total		\$228,000.00

The above-described transportation/travel fees were derived from historical data, and each line item was an approximate estimated figure based on previous parallel costs for similar budgets within the last three years.

Agency policy for airfare is based on the least-cost logical flight, including seating assignment. Basic economy flights are against state policy because, if the flight needs to be canceled, the ticket price cannot be transferred to another flight.

**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
Vehicles	8	\$49,000.00	100	\$392,000.00	\$372,400.00	\$19,600.00	\$0.00
Lighting & Radio Packages, and Radar Units	8	\$15,000.00	100	\$120,000.00	\$114,000.00	\$6,000.00	\$0.00
Push bumpers, vaults, bed covers, etc.	8	\$11,000.00	100	\$88,000.00	\$83,600.00	\$4,400.00	\$0.00
SynerCon Technologies CMV Engine Download Kits	2	\$15,000.00	0	\$0.00	\$0.00	\$0.00	\$30,000.00
Nexiq CMV Diagnostic Software connection kits	7	\$800.00	0	\$0.00	\$0.00	\$0.00	\$5,600.00
<b>TOTAL: Equipment</b>				<b>\$600,000.00</b>	<b>\$570,000.00</b>	<b>\$30,000.00</b>	<b>\$35,600.00</b>
<b>Equipment threshold is \$500</b>							

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

The MCSU anticipates purchasing 8 police pursuit vehicles at \$49,000 each during FY25; however, the type of vehicle(s) that will be available is unknown due to state contract negotiations. The projected costs identified above are based on previous vehicle purchases' historical data.

Lights/siren, RADAR and radio installation packages are estimated at \$15,000 per vehicle.

Push bumpers, security vaults, and other associated equipment are estimated at \$11,000 per vehicle.

Projected vehicle and equipment costs/estimates are based on historical data from the previous fiscal year.

The MCSU anticipates purchasing 2 Synercon Technologies Engine download kits at \$15,000 each. Currently, the MCSU has 5 of these units in the field. Two additional units will allow one to be accessible at each Troop/District. Alabama was selected as one of the nine pilot states for the CCFP Study (Crash Causal Factor Program), and these kits are necessary for CMV downloading and data collection. Having one kit per troop decreases response time and allows easier access. This line item will be charged to the MOE.

In addition to the Engine Kits, the MCSU anticipates purchasing and upgrading to 7 Nexiq Wired diagnostic Software connection kits at a cost of \$800.00 per unit. These kits allow direct device connections to the engine downloading unit and are compatible with the Agency firewall, safety, and IT protocols. The current kits on hand are not compatible with the Agency's firewall and IT protocols. This line item will be charged to the MOE.



**Part 4 Section 6 - Supplies**

*Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life.*

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Uniforms Costs	1 annually	\$30,000.00	100.0000	\$30,000.00	\$28,500.00	\$1,500.00	\$0.00
Field Supplies	1 annually	\$10,000.00	100.0000	\$10,000.00	\$9,500.00	\$500.00	\$0.00
Printers	8 each	\$550.00	100.0000	\$4,400.00	\$4,180.00	\$220.00	\$0.00
Office Supplies	1 annually	\$5,000.00	100.0000	\$5,000.00	\$4,750.00	\$250.00	\$0.00
Scanner	2 each	\$500.00	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Computers and accessories	1 annually	\$34,270.00	100.0000	\$34,270.00	\$32,556.50	\$1,713.50	\$0.00
<b>TOTAL: Supplies</b>				<b>\$84,670.00</b>	<b>\$80,436.50</b>	<b>\$4,233.50</b>	<b>\$0.00</b>

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

Funding for Web Gear/Uniforms/Clothing is estimated at \$30,000.00 to cover any necessary uniform/clothing needs for MCSU personnel. The MCSU used historical data to determine the amount of funding required to replace Web Gear/Uniforms/clothing. The MCSU has 51 sworn officers and 4 civilian personnel assigned to perform MCSAP-related duties and functions as their primary work-related responsibility.

Funding for Field Supplies is included at \$10,000 to cover costs for the grant period. This covers items needed that are under \$500.00, such as flashlights, power inverters, creepers, ammunition, etc.

Printers are requested at \$550.00 each for 8 printers, totaling \$4,400.00, to replace printers that have reached the end of their operational lifespan.

Office supply funding is included at \$5,000.00, covering supply needs under \$500.00, such as paper, ink, pens, printer cartridges, software, cables, etc.

Two document scanners are included in the budget at \$500.00 each, for a total of \$1,000.00.

The computers and accessories project costs are estimated at \$34,270.00 based on historical data. They include purchasing new laptop computers to replace those that have reached their operational lifespan, docking stations, and accessories related to the use of the new laptops. Additional accessories include office desk monitors, keyboards, and keyboard accessories.

**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
<b>TOTAL: Contractual and Subaward</b>				<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

<b>Part 4 Section 8 - Other Costs</b>
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*Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.*

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

Enter a description of each requested Other Cost.

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

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

### **Indirect Costs**

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

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

**Your State will not claim reimbursement for Indirect Costs.**

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Software Purchases	1 annually	\$1,000.00	100.0000	\$1,000.00	\$850.10	\$149.90	\$0.00
Estimated Conferences - Registration fees	16 annually	\$750.00	100.0000	\$12,000.00	\$11,400.00	\$600.00	\$0.00
CVSA Decals	500 annually	\$5.05	100.0000	\$2,525.00	\$2,398.75	\$126.25	\$0.00
CVSA Membership Dues	1 annually	\$18,800.00	100.0000	\$18,800.00	\$17,860.00	\$940.00	\$0.00
Gasoline and Vehicle Maintenance	12 monthly	\$36,406.65	100.0000	\$436,879.80	\$415,135.81	\$21,743.99	\$0.00
Copier Rental	12 monthly	\$530.00	100.0000	\$6,360.00	\$6,042.00	\$318.00	\$0.00
Communication Service Costs	12 monthly	\$5,600.00	100.0000	\$67,200.00	\$63,840.00	\$3,360.00	\$0.00
Brochures/Publications	1 annually	\$8,000.00	100.0000	\$8,000.00	\$7,600.00	\$400.00	\$0.00
<b>TOTAL: Other Costs</b>				<b>\$552,764.80</b>	<b>\$525,126.66</b>	<b>\$27,638.14</b>	<b>\$0.00</b>

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

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

Conference registration fees are budgeted at \$12,000.00 to cover the registration costs for conferences attended by MCSU personnel, including the CVSA and ATA conferences.

CVSA Decals are used by inspectors to identify when an inspection has been performed on a commercial vehicle and no hazardous violations were found. CVSA decals (\$5.05 a sheet for 500 sheets) are budgeted for \$2,525.00, including shipping costs.

CVSA Membership dues are budgeted at \$18,800.00 to cover one year of dues for the Motor Carrier Safety Unit.

Gasoline and vehicle maintenance costs are budgeted at \$36,406.65 per month for 12 months for a total of \$436,879.80. These monetary figures are derived from the average of the previous 12 months, based on current fuel prices and average monthly non-fuel maintenance fees. These are necessary costs to cover gasoline and vehicle maintenance for vehicles used for MCSAP-eligible enforcement activities. The MCSU utilizes Police Pursuit Vehicles (PPVs) to perform MCSAP-eligible activities. Currently, the MCSU has 60 fleet vehicles, 7 of which are designated as spares for MCSAP personnel who may experience breakdowns or other vehicle issues. The reflected amount also includes the gasoline and maintenance costs for the vehicles to be purchased, as identified in this eCVSP, provided that they are purchased, outfitted, and issued prior to the expiration of this grant.

Rental fees for a copier are charged at \$530.00 per month for 12 months, totaling \$6,360.00.

Communication service costs are included for \$67,200.00 to cover monthly service costs for Southern Linc and Verizon.

Funding for brochures and publications is included, totaling \$8,000.00 to cover printing costs for out-of-service criteria, manuals, and other MCSAP-related printings as necessary. These publications will be purchased from outside vendors.

The above figures are based on and derived from the average cost of each project's prior fiscal year. These are the most accurate figures reflecting the current financial and economic state of the union.

**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	\$8,809,462.00	\$463,656.00	\$9,273,118.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,390,968.00
MOE Baseline:	\$207,521.44

<b>Estimated Expenditures</b>				
<b>Personnel</b>				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
ASA III	\$55,205.64	\$2,905.56	\$58,111.20	\$0.00
ASA III	\$21,746.82	\$1,144.57	\$22,891.39	\$0.00
Trooper	\$2,571,970.62	\$135,366.88	\$2,707,337.50	\$0.00
Corporal	\$749,254.71	\$39,434.46	\$788,689.17	\$0.00
Sergeant	\$185,660.40	\$9,771.60	\$195,432.00	\$0.00
Sergeant	\$208,867.95	\$10,993.05	\$219,861.00	\$0.00
Lieutenant	\$89,941.21	\$4,733.75	\$94,674.96	\$0.00
Captain	\$102,123.53	\$5,374.91	\$107,498.44	\$0.00
Part-Time Retired State Employee (sworn)	\$37,050.00	\$1,950.00	\$39,000.00	\$0.00
Part-Time Retired State Employee (non-sworn)	\$18,525.00	\$975.00	\$19,500.00	\$0.00
Subsistence	\$137,210.40	\$7,221.60	\$144,432.00	\$0.00
MOE	\$0.00	\$0.00	\$0.00	\$194,400.00
<b>Salary Subtotal</b>	<b>\$4,177,556.28</b>	<b>\$219,871.38</b>	<b>\$4,397,427.66</b>	<b>\$194,400.00</b>
Overtime	\$154,375.00	\$8,125.00	\$162,500.00	\$0.00
<b>Overtime subtotal</b>	<b>\$154,375.00</b>	<b>\$8,125.00</b>	<b>\$162,500.00</b>	<b>\$0.00</b>
<b>Personnel total</b>	<b>\$4,331,931.28</b>	<b>\$227,996.38</b>	<b>\$4,559,927.66</b>	<b>\$194,400.00</b>

<b>Fringe Benefits</b>				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
100% Health Insurance (\$1,005*12 months*47 employees)	\$538,479.00	\$28,341.00	\$566,820.00	\$0.00
90% Health Insurance (\$1,005*12 months*2 employees)	\$20,622.60	\$1,085.40	\$21,708.00	\$0.00
80% Health Insurance (\$1,005*12 months*1 employee)	\$9,165.60	\$482.40	\$9,648.00	\$0.00
75% Health Insurance (\$1,005*12 months*3 employees)	\$25,778.25	\$1,356.75	\$27,135.00	\$0.00
Retirement Trooper (46 personnel @ 100%)	\$2,116,405.54	\$111,389.76	\$2,227,795.30	\$0.00
Retirement Trooper (2 personnel @ 90%)	\$104,319.96	\$5,490.52	\$109,810.48	\$0.00
Retirement Trooper (3 personnel @ 75%)	\$94,538.86	\$4,975.72	\$99,514.58	\$0.00
Retirement Civilian (1 ASA III @ 100%)	\$9,572.66	\$503.82	\$10,076.48	\$0.00
Retirement Civilian (1 ASA III @ 80%)	\$3,016.72	\$158.77	\$3,175.49	\$0.00
Trooper Medicare (46 personnel @ 100%)	\$50,849.84	\$2,676.31	\$53,526.15	\$0.00
Trooper Medicare (2 personnel @ 90%)	\$2,506.44	\$131.92	\$2,638.36	\$0.00
Trooper Medicare (3 personnel @ 75%)	\$2,271.44	\$119.54	\$2,390.98	\$0.00
Civilian FICA (1 ASA III @ 100%)	\$4,223.23	\$222.27	\$4,445.50	\$0.00
Civilian FICA (1 ASA III @ 80%)	\$1,330.91	\$70.04	\$1,400.95	\$0.00
Overtime Medicare	\$2,238.44	\$117.81	\$2,356.25	\$0.00
Overtime Retirement	\$93,165.31	\$4,903.44	\$98,068.75	\$0.00
Subsistence	\$1,989.55	\$104.71	\$2,094.26	\$0.00
Non-overnight per diem	\$641.92	\$33.78	\$675.70	\$0.00
Retired Employee FICA (non-sworn)	\$2,834.33	\$149.17	\$2,983.50	\$0.00
Retired Employee FICA	\$1,417.16	\$74.59	\$1,491.75	\$0.00
<b>Fringe Benefits total</b>	<b>\$3,085,367.76</b>	<b>\$162,387.72</b>	<b>\$3,247,755.48</b>	<b>\$0.00</b>

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Conferences	\$49,780.00	\$2,620.00	\$52,400.00	\$0.00
Safe Drive	\$9,120.00	\$480.00	\$9,600.00	\$0.00
MCSAP / ITD Workshop	\$9,120.00	\$480.00	\$9,600.00	\$0.00
In-State Per Diem	\$128,250.00	\$6,750.00	\$135,000.00	\$0.00
Out-of-State Travel	\$9,500.00	\$500.00	\$10,000.00	\$0.00
Training Travel	\$9,500.00	\$500.00	\$10,000.00	\$0.00
Alabama Trucking Ass. Travel	\$1,330.00	\$70.00	\$1,400.00	\$0.00
<b>Travel total</b>	<b>\$216,600.00</b>	<b>\$11,400.00</b>	<b>\$228,000.00</b>	<b>\$0.00</b>

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Vehicles	\$372,400.00	\$19,600.00	\$392,000.00	\$0.00
Lighting & Radio Packages, and Radar Units	\$114,000.00	\$6,000.00	\$120,000.00	\$0.00
Push bumpers, vaults, bed covers, etc.	\$83,600.00	\$4,400.00	\$88,000.00	\$0.00
SynerCon Technologies CMV Engine Download Kits	\$0.00	\$0.00	\$0.00	\$30,000.00
Nexiq CMV Diagnostic Software connection kits	\$0.00	\$0.00	\$0.00	\$5,600.00
<b>Equipment total</b>	<b>\$570,000.00</b>	<b>\$30,000.00</b>	<b>\$600,000.00</b>	<b>\$35,600.00</b>

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Uniforms Costs	\$28,500.00	\$1,500.00	\$30,000.00	\$0.00
Field Supplies	\$9,500.00	\$500.00	\$10,000.00	\$0.00
Printers	\$4,180.00	\$220.00	\$4,400.00	\$0.00
Office Supplies	\$4,750.00	\$250.00	\$5,000.00	\$0.00
Scanner	\$950.00	\$50.00	\$1,000.00	\$0.00
Computers and accessories	\$32,556.50	\$1,713.50	\$34,270.00	\$0.00
<b>Supplies total</b>	<b>\$80,436.50</b>	<b>\$4,233.50</b>	<b>\$84,670.00</b>	<b>\$0.00</b>

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

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Software Purchases	\$850.10	\$149.90	\$1,000.00	\$0.00
Estimated Conferences - Registration fees	\$11,400.00	\$600.00	\$12,000.00	\$0.00
CVSA Decals	\$2,398.75	\$126.25	\$2,525.00	\$0.00
CVSA Membership Dues	\$17,860.00	\$940.00	\$18,800.00	\$0.00
Gasoline and Vehicle Maintenance	\$415,135.81	\$21,743.99	\$436,879.80	\$0.00
Copier Rental	\$6,042.00	\$318.00	\$6,360.00	\$0.00
Communication Service Costs	\$63,840.00	\$3,360.00	\$67,200.00	\$0.00
Brochures/Publications	\$7,600.00	\$400.00	\$8,000.00	\$0.00
<b>Other Costs total</b>	<b>\$525,126.66</b>	<b>\$27,638.14</b>	<b>\$552,764.80</b>	<b>\$0.00</b>

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Subtotal for Direct Costs</b>	<b>\$8,809,462.20</b>	<b>\$463,655.74</b>	<b>\$9,273,117.94</b>	<b>\$230,000.00</b>
<b>Total Costs Budgeted</b>	<b>\$8,809,462.20</b>	<b>\$463,655.74</b>	<b>\$9,273,117.94</b>	<b>\$230,000.00</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	\$8,809,462.00	\$463,656.00	\$9,273,118.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,390,968.00
MOE Baseline:	\$207,521.44

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$4,177,556.28	\$219,871.38	\$4,397,427.66	\$194,400.00
;;;Overtime Subtotal	\$154,375.00	\$8,125.00	\$162,500.00	\$0.00
Personnel Total	\$4,331,931.28	\$227,996.38	\$4,559,927.66	\$194,400.00
Fringe Benefits Total	\$3,085,367.76	\$162,387.72	\$3,247,755.48	\$0.00
Travel Total	\$216,600.00	\$11,400.00	\$228,000.00	\$0.00
Equipment Total	\$570,000.00	\$30,000.00	\$600,000.00	\$35,600.00
Supplies Total	\$80,436.50	\$4,233.50	\$84,670.00	\$0.00
Contractual and Subaward Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Costs Total	\$525,126.66	\$27,638.14	\$552,764.80	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$8,809,462.20	\$463,655.74	\$9,273,117.94	\$230,000.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
<b>Total Costs Budgeted</b>	<b>\$8,809,462.20</b>	<b>\$463,655.74</b>	<b>\$9,273,117.94</b>	<b>\$230,000.00</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? Hal Taylor
2. What is this person's title? Secretary of Law Enforcement
3. Who is your Governor's highway safety representative? William "Bill" Babbington
4. What is this person's title? Div. Chief Law Enforcement Traffic Safety ADECA

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

- Yes
- Yes, uploaded certification document
- No

**State Certification declaration:**

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

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.  
 I, Hal Taylor, Secretary of Law Enforcement, on behalf of the State of ALABAMA, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in 49 C.F.R. § 350.211.

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

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

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

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

- Yes
- Yes, uploaded certification document
- No

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

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

**Part 5 Section 4 - New Laws/Legislation/Policy Impacting CMV Safety**

*The State will provide answers to the questions below regarding any new laws, regulations, or policy that impacts CMV safety since the last CVSP or annual update that was submitted.*

**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

In the table below, please provide the bill number and effective date of any new legislation. Include the code section which was changed because of the bill and provide a brief description of the legislation. Please include a statute number, hyperlink or URL, in the summary. Do NOT include the actual text of the Bill as that can be very lengthy.

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
SB258	10/01/2024	32-9A-2	Repealed the steel coil transport certification requirement.

**Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?**

Yes  No



# ACT #2024 - 245

1 SB258

2 TENT155-3

3 By Senators Kelley, Kitchens, Jones, Sessions, Williams,  
4 Weaver, Chesteen, Elliott

5 RFD: Transportation and Energy

6 First Read: 21-Mar-24





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1 Enrolled, An Act,

2  
3  
4

5 Relating to commercial motor vehicles; to amend  
6 Sections 32-6-49.5, 32-6-49.8, 32-6-49.10, 32-6-49.11,  
7 32-6-49.19, 32-9A-2, and 32-9A-4, Code of Alabama 1975, to  
8 revise existing state law to conform to various changes to  
9 Federal Motor Carrier Safety Administration (FMCSA)  
10 regulations, including deleting a requirement for a driver to  
11 report certain violations; deleting a school bus driver fee  
12 and written test waiver; revising fees for commercial driver  
13 licenses and learner's permits; adding a human trafficking  
14 ban; and repealing a steel coil transport certification  
15 requirement; and in connection therewith would have as its  
16 purpose or effect the requirement of a new or increased  
17 expenditure of local funds within the meaning of Section  
18 111.05 of the Constitution of Alabama of 2022.

19 BE IT ENACTED BY THE LEGISLATURE OF ALABAMA:

20 Section 1. Sections 32-6-49.5, 32-6-49.8, 32-6-49.10,  
21 32-6-49.11, 32-6-49.19, 32-9A-2, and 32-9A-4, Code of Alabama  
22 1975, are amended to read as follows:

23 "§32-6-49.5

24 ~~Notification required by driver shall be as follows:~~

25 ~~(a) Notification of convictions:~~

26 ~~(1) TO STATE. Any driver holding a commercial driver~~  
27 ~~license issued by this state, who is convicted of violating~~  
28 ~~any state law or local ordinance relating to motor vehicle~~

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29 ~~traffic control, in any other state or federal, provincial,~~  
30 ~~territorial, or municipal laws of Canada, other than parking~~  
31 ~~violations, must notify the Department of Public Safety in the~~  
32 ~~manner specified by the department within 30 days of the date~~  
33 ~~of conviction.~~

34 ~~(2) TO EMPLOYERS.~~ (a) Any driver holding a commercial  
35 driver license issued by this state, who is convicted of  
36 violating any state law or local ordinance relating to motor  
37 vehicle traffic control in this or any other state, or  
38 federal, provincial, territorial, or municipal laws of Canada,  
39 other than parking violations, must notify his or her employer  
40 in writing of the conviction within 30 days of the date of  
41 conviction.

42 (b) Any driver whose commercial driver license is  
43 suspended, revoked, or cancelled by any state, or federal,  
44 provincial, territorial, or municipal laws of Canada, or who  
45 loses the privilege to drive a commercial motor vehicle in any  
46 such state for any period, including being disqualified from  
47 driving a commercial motor vehicle, or who is subject to an  
48 out of service order, must notify his or her employer of that  
49 fact before the end of the business day following the day the  
50 driver received notice of that fact.

51 (c) Any person who applies to be a commercial motor  
52 vehicle driver must provide the employer, at the time of the  
53 application, with the following information for the 10 years  
54 preceding the date of application:

55 (1) A list of the names and addresses of the  
56 applicant's previous employers for which the applicant was a

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57 driver of a commercial motor vehicle;

58 (2) The dates between which the applicant drove for  
59 each employer; and

60 (3) The reason for leaving that employer.

61 The applicant must certify that all information  
62 furnished is true and complete. An employer may require an  
63 applicant to provide additional information."

64 "§32-6-49.8

65 Commercial driver license qualification standards shall  
66 be as follows:

67 (a) Testing.

68 (1) GENERAL. No person may be issued a commercial  
69 driver license unless that person is a resident of this state  
70 and has passed a knowledge and skills test for driving a  
71 commercial motor vehicle which complies with minimum federal  
72 standards established by federal regulation enumerated in 49  
73 C.F.R. ~~part~~ Part 383, ~~subparts~~ Subparts G and H, and has  
74 satisfied all other requirements of the CMVSA in addition to  
75 other requirements imposed by state law or federal regulation.  
76 The tests shall be prescribed and conducted by the department.

77 (2) ~~THIRD PARTY~~ THIRD-PARTY TESTING. The department may  
78 authorize a person, including an agency of this or another  
79 state, an employer, a private driver training facility, or  
80 other private institution, or a department, agency, or  
81 instrumentality of local government to administer the skills  
82 test specified by this section, if the test is the same as  
83 what would otherwise be administered by the state and the  
84 third party has entered into an agreement with this state

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35 which complies with requirements of 49 C.F.R. ~~part~~ Part  
36 383.75.

37 (b) Waiver of skills test. The department may waive the  
38 skills test specified in this section for a commercial driver  
39 license applicant who meets the requirements of 49 C.F.R. ~~part~~  
40 Part 383.77. ~~In the case of school bus drivers the department~~  
41 ~~shall waive the skills test herein specified.~~

42 (c) Limitations on issuance of license. A commercial  
43 driver license may not be issued to a person while the person  
44 is subject to a disqualification from driving a commercial  
45 motor vehicle, or while the person's driver license is  
46 suspended, revoked, or cancelled in any state or foreign  
47 jurisdiction with reciprocity; nor may a commercial driver  
48 license be issued to a person who has a commercial driver  
49 license issued by any other state unless the person first  
100 surrenders all such licenses, which shall be returned to the  
101 issuing state(s) for cancellation.

102 (d) The holder of a valid commercial driver license  
103 learner's permit may drive a commercial motor vehicle only  
104 when accompanied by the holder of a commercial driver license  
105 valid for the type of vehicle driven who occupies a seat  
106 beside the individual for the purpose of giving instruction in  
107 driving the commercial vehicle.

108 (e) A commercial driver license learner's permit for a  
109 particular class or classes of commercial vehicle may be  
110 issued to a person who meets all the qualifications required  
111 of a person seeking a commercial driver license and has passed  
112 the vision and written tests for that class of commercial



113 driver license. Commercial driver license learner's permits  
114 may be issued with any endorsements or restrictions provided  
115 for in 49 C.F.R. Part 383. The endorsements or restrictions  
116 shall be coded in accordance with the provisions of 49 C.F.R.  
117 § 383.153."

118 "§32-6-49.10

119 (a) The commercial driver license shall be marked  
120 "Commercial Driver License" or "CDL," and shall be, to the  
121 maximum extent practicable, tamper proof. It shall include,  
122 but not be limited to, all of the following information:

123 (1) The name and residential address of the person.

124 (2) The person's color photograph.

125 (3) A physical description of the person including sex,  
126 height, weight, eye and hair color.

127 (4) Date of birth.

128 (5) Any other number or identifier not to include the  
129 Social Security number of the person deemed appropriate by the  
130 department.

131 (6) The person's signature.

132 (7) The class or type of commercial motor vehicle or  
133 vehicles which the person is authorized to drive together with  
134 any endorsements or restrictions.

135 (8) The name of this state.

136 (9) The dates between which the license is valid.

137 (b) Commercial driver licenses may be issued with the  
138 following classifications, endorsements, and restrictions as  
139 provided below. The holder of a valid commercial driver  
140 license may drive all vehicles in the class for which that

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141 license is issued, and all lesser classes of vehicles  
142 including Class D, except motorcycles (Class M). Vehicles  
143 which require an endorsement may not be driven unless the  
144 proper endorsement appears on the license.

145 (1) Commercial driver licenses shall be classified as  
146 follows:

147 Class A - Any combination of vehicles with a gross  
148 vehicle weight rating (GVWR) of 26,001 pounds or more,  
149 provided the GVWR of the ~~vehicle(s)~~ vehicle or vehicles being  
150 towed is in excess of 10,000 pounds.

151 Class B - Any single vehicle with a GVWR of 26,001  
152 pounds or more, and any such vehicle towing a vehicle not in  
153 excess of 10,000 pounds.

154 Class C - Any single vehicle with a GVWR of less than  
155 26,001 pounds or any such vehicle towing a vehicle with a GVWR  
156 not in excess of 10,000 pounds comprising:

157 (i) Vehicles designed to transport 16 or more  
158 passengers, including the driver; and

159 (ii) Vehicles used in the transportation of hazardous  
160 materials which require the vehicle to be placarded under 49  
161 C.F.R., Part 172, Subpart F.

162 ~~(2) Endorsements and restrictions shall be coded as~~  
163 ~~follows:~~ Commercial driver licenses may be issued with any  
164 endorsements or restrictions provided for in 49 C.F.R. Part  
165 383. The endorsements or restrictions shall be coded in  
166 accordance with 49 C.F.R. § 383.153.

167 ~~"H" - Authorizes the driver to drive a vehicle~~  
168 ~~transporting hazardous materials.~~

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169 ~~"K" - Restricts the driver to vehicles not equipped~~  
170 ~~with airbrakes.~~

171 ~~"T" - Authorizes driving double and triple trailers.~~

172 ~~"P" - Authorizes driving vehicles carrying passengers.~~

173 ~~"S" - Authorizes driving a school bus.~~

174 ~~"N" - Authorizes driving tank vehicles.~~

175 ~~"X" - Represents a combination of hazardous materials~~  
176 ~~and tank vehicle endorsements.~~

177 (c) Before issuing a commercial driver license, the  
178 department shall obtain driving record information through the  
179 Commercial Driver License Information System, the National  
180 Driver Register, and from each state in which the person has  
181 been licensed.

182 (d) Within 10 days after issuing a commercial driver  
183 license, the department shall notify the Commercial Driver  
184 License Information System of that fact, providing all  
185 information required to ensure identification of the person.

186 (e) A commercial driver license issued pursuant to this  
187 article expires as set by existing state law.

188 (f) Renewal procedures for commercial driver licenses  
189 shall be as follows: Every person applying for renewal of a  
190 commercial driver license shall complete the application form  
191 required by subsection (a), providing updated information and  
192 required certifications. If the applicant wishes to retain a  
193 hazardous materials endorsement, the written test for a  
194 hazardous materials endorsement shall be taken and passed."

195 "§32-6-49.11

196 (a) (1) Any person is disqualified from driving a

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197 commercial motor vehicle for a period of not less than one  
198 year if convicted of a first violation of one of the  
199 following:

200 ~~(1)~~a. Driving a motor vehicle under the influence of  
201 alcohol, or a controlled substance or any other drug which  
202 renders a person incapable of safely driving.

203 ~~(2)~~b. Driving a commercial motor vehicle while the  
204 alcohol concentration of the person's blood, urine, or breath  
205 is 0.04 or more.

206 ~~(3)~~c. Knowingly and willfully leaving the scene of an  
207 accident involving a motor vehicle driven by the person.

208 ~~(4)~~d. Using a motor vehicle in the commission of any  
209 felony.

210 ~~(5)~~e. Refusal to submit to a test to determine the  
211 driver's use of a controlled substance or alcohol  
212 concentration while driving a motor vehicle.

213 (2) If any of the violations ~~in subdivisions (1) to~~  
214 ~~(5), inclusive,~~ described in this subsection occurred while  
215 transporting a hazardous material required to be placarded,  
216 the person is disqualified for a period of not less than three  
217 years.

218 (b) A person is disqualified for life if convicted of  
219 two or more violations of any of the offenses specified in  
220 subsection (a), or any combination of those offenses, arising  
221 from two or more separate incidents.

222 (c) The Alabama State Law Enforcement Agency may ~~issue~~  
223 ~~regulations and promulgate establishing~~ adopt rules and  
224 establish guidelines, including conditions, under which a



225 disqualification for life under subsection (b) may be reduced  
226 to a period of not less than 10 years.

227 (d) A person is disqualified from driving a commercial  
228 motor vehicle for life who uses a motor vehicle in the  
229 commission of any felony involving the manufacture,  
230 distribution, or dispensing of a controlled substance, or  
231 possession with intent to manufacture, distribute, or dispense  
232 a controlled substance.

233 (e) A person is disqualified from driving a commercial  
234 motor vehicle for life if the person is convicted of using a  
235 vehicle in the commission of a felony involving any act or  
236 practice of severe forms of trafficking in persons, as defined  
237 in 22 U.S.C. § 7102(11).

238 ~~(e)~~ (f) A person is disqualified from driving a  
239 commercial motor vehicle for a period of not less than 60 days  
240 if convicted of two serious traffic violations, or 120 days if  
241 convicted of three serious traffic violations, committed in a  
242 commercial motor vehicle arising from separate incidents  
243 occurring within a three-year period.

244 ~~(f)~~ (g) (1) A person is disqualified from driving a  
245 commercial motor vehicle for not less than 90 days nor more  
246 than one year upon a first conviction of driving a commercial  
247 vehicle while under an out-of-service order.

248 (2) A person is disqualified from driving a commercial  
249 motor vehicle for not less than one year nor more than five  
250 years if during any 10-year period the person receives two  
251 convictions of driving a commercial vehicle while under an  
252 out-of-service order where the convictions arise out of



253 separate incidents.

254 (3) A person is disqualified from driving a commercial  
255 motor vehicle for not less than three years nor more than five  
256 years if during any 10-year period the person receives three  
257 or more convictions of driving a commercial vehicle while  
258 under an out-of-service order where the convictions arise out  
259 of separate incidents.

260 (4) If a conviction of driving a commercial motor  
261 vehicle while under an out-of-service order arises out of an  
262 arrest where the person was transporting hazardous materials  
263 required to be placarded under the Hazardous Materials  
264 Transportation Act, 49 U.S.C. § 5101, et seq., or while  
265 operating motor vehicles designed to transport more than 15  
266 passengers, including the driver, the person is disqualified  
267 for not less than 180 days nor more than two years upon a  
268 first conviction and not less than three years nor more than  
269 five years upon any subsequent conviction within a 10-year  
270 period where these factors exist.

271 ~~(g)~~ (h) (1) A person is disqualified from operating a  
272 commercial motor vehicle for not less than 60 days upon a  
273 first conviction, not less than 120 days if during any  
274 three-year period the person receives two convictions, and not  
275 less than one year if during any three-year period the person  
276 receives three or more convictions of any of the following  
277 railroad-highway grade crossing violations:

278 a. The driver is not required to stop, but fails to  
279 slow down and check that tracks are clear of an approaching  
280 train.

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231           b. The driver is not required to stop, but fails to  
232 stop before reaching the crossing if the tracks are not clear.

233           c. The driver is always required to stop, but fails to  
234 stop before driving onto the crossing.

235           d. The driver fails to have sufficient space to drive  
236 completely through the crossing without stopping.

237           e. The driver fails to obey a traffic control device or  
238 the directions of an enforcement official at the crossing.

239           f. The driver fails to negotiate a crossing because of  
290 insufficient undercarriage clearance.

291           (2) A person is disqualified for not less than 120 days  
292 if during any three-year period the person receives two  
293 convictions of a railroad-highway grade crossing violation.

294           (3) A person is disqualified from operating a  
295 commercial motor vehicle for not less than one year if during  
296 any three-year period the person receives three or more  
297 convictions of a railroad-highway grade crossing violation.

298           ~~(h)~~ (i) After suspending, revoking, or canceling a  
299 commercial driver license, the Alabama State Law Enforcement  
300 Agency shall update its records to reflect that action within  
301 10 days. After suspending, revoking, or canceling a  
302 nonresident commercial driver's privilege, the Alabama State  
303 Law Enforcement Agency shall notify the licensing authority of  
304 the state that issued the commercial driver license or  
305 commercial driver instruction permit within 10 days.

306           (j) ~~Any failure~~ A person who fails to report or disclose  
307 required information under this section, either before or  
308 after issuance of a commercial driver license, shall be guilty



309 ~~of a Class C felony and shall, upon conviction thereof, be~~  
 310 ~~punished as provided by law."~~

311 "§32-6-49.19

312 (a) For the purpose of defraying the cost of issuing  
 313 ~~commercial drivers' licensed~~driver licenses, the Alabama State  
 314 Law Enforcement Agency, judge of probate, or license  
 315 commissioner shall collect ~~for~~all of the following fees:

316 (1) For each commercial driver license or commercial  
 317 driver license learner's permit, a fee equal to the sum of all  
 318 fees imposed for the issuance of a Class D driver license.

319 (2) For each Class A commercial driver license, ~~the an~~  
 320 additional sum of ~~fifty dollars (\$50),~~ thirty dollars (\$30).

321 (3) For each Class B commercial driver license, ~~the an~~  
 322 additional sum of ~~forty dollars (\$40) for each Class B~~  
 323 ~~commercial driver license,~~ twenty dollars (\$20). ~~and the sum of~~  
 324 ~~twenty dollars (\$20) for each Class C commercial driver~~  
 325 ~~license and commercial driver license learner's permit. The~~  
 326 ~~fee for any school bus driver license shall be twenty dollars~~  
 327 ~~(\$20) and the license shall be restricted to the operation of~~  
 328 ~~a school bus and noncommercial vehicle.~~

329 (b) (1) ~~These~~ Commercial driver licenses shall be issued  
 330 for a period of four years, ~~except a commercial.~~

331 (2) Commercial driver license learner's permit  
 332 ~~which~~ permits shall be issued for a period of one year.

333 ~~(b) (c)~~ The additional revenue from the additional fees  
 334 collected pursuant to this section, ~~as amended by Act~~  
 335 ~~2004-521,~~ shall be deposited in the Highway Traffic Safety  
 336 ~~Fund of the Department of Public Safety,~~ Public Safety Fund."

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337 "§32-9A-2

338 (a) (1) Except as otherwise provided in subsection (b),  
339 no person may operate a commercial motor vehicle in this  
340 state, or fail to maintain required records or reports, in  
341 violation of the federal motor carrier safety regulations as  
342 prescribed by the U.S. Department of Transportation, 49 C.F.R.  
343 Part 107, Parts 171-180, Part 380, Parts 382-387, and Parts  
344 390-399 and as they may be amended in the future. Except as  
345 otherwise provided herein, this chapter shall not be construed  
346 to repeal or supersede other laws relating to the operation of  
347 motor vehicles.

348 (2)a. No person may operate a commercial motor vehicle  
349 in this state in violation of 49 C.F.R. §\_393.120, as amended,  
350 relating to load securement for certain metal coils.

351 b. No one owning, leasing, or allowing a commercial  
352 vehicle to be operated in this state shall knowingly or  
353 negligently be in violation of 49 C.F.R. §\_393.120, as  
354 amended, relating to load securement for metal coils.

355 (3) No person may knowingly or negligently own or lease  
356 or cause to be operated on any public highway, road, street,  
357 or other public right-of-way a commercial motor vehicle loaded  
358 with a metal coil in a manner that fails to comply with 49  
359 C.F.R. §\_393.120 and thereby allows a metal coil to drop,  
360 fall, spill, shift, or otherwise escape from the commercial  
361 vehicle onto any public highway, road, street, or any other  
362 public right-of-way.

363 ~~(4)a. No motor carrier may initiate or terminate in~~  
364 ~~this state the commercial transport of metal coils, as defined~~

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365 ~~in 49 C.F.R. 5393.120, unless the commercial vehicle operator~~  
366 ~~is certified in proper lead securement as provided in 49~~  
367 ~~C.F.R. 5393.120. Certification shall be conducted according to~~  
368 ~~standards published by the Department of Public Safety and~~  
369 ~~certified by the motor carrier and the driver on forms~~  
370 ~~provided by the department.~~

371 ~~b. The operator of a commercial motor vehicle involved~~  
372 ~~in the commercial transport of metal coils subject to this~~  
373 ~~subdivision shall be certified in proper lead securement as~~  
374 ~~provided in 49 C.F.R. 5393.120.~~

375 ~~(5)~~ (4) Except as it relates to subdivision (3), no law  
376 enforcement officer may make an arrest or issue a citation  
377 under this chapter unless he or she has satisfactorily  
378 completed, as a part of his or her training, the basic course  
379 of instruction developed by the Commercial Vehicle Safety  
380 Alliance. Those law enforcement officers authorized to enforce  
381 this chapter shall annually receive in service training  
382 related to commercial motor vehicle operations, including, but  
383 not limited to, training in current federal motor carrier  
384 safety regulations, safety inspection procedures, and  
385 out-of-service criteria. The annual training requirements  
386 shall be designated and specified by the director. An officer  
387 qualified under this section to make an arrest or issue a  
388 citation pursuant to subdivision (3) may arrest or issue a  
389 citation to the driver of a commercial motor vehicle without a  
390 warrant and without witnessing the violation personally if,  
391 upon personal investigation, the officer has reasonable cause  
392 to believe that a violation has occurred.

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393 (b) Notwithstanding subsection (a) or any other  
394 provision of law to the contrary:

395 (1) Amendments to the hours of service regulations  
396 promulgated by the U.S. Department of Transportation at 68  
397 Federal Register 22456, April 28, 2003 and effective June 27,  
398 2003, shall not apply to utility service vehicles as defined  
399 at 49 C.F.R. §\_395.2, not including television cable or  
400 community antenna service vehicles, which are owned or  
401 operated by utilities regulated by the Public Service  
402 Commission or electric cooperatives and which are engaged  
403 solely in intrastate commerce in this state until June 27,  
404 2006, provided the amendments are valid and remain in effect  
405 as of that date. Hours of service regulations that are  
406 applicable in this state immediately prior to June 27, 2003,  
407 shall remain applicable to utility service vehicles engaged  
408 solely in intrastate commerce in this state until June 27,  
409 2006. If the U.S. Department of Transportation issues an  
410 official finding that this provision may result in the loss of  
411 federal Motor Carrier Safety Assistance Program funding, the  
412 ~~department~~ Alabama State Law Enforcement Agency may adopt  
413 rules providing for earlier implementation of the amendments  
414 to the federal hours of service regulations. If federal law or  
415 regulations are amended at any time to exempt utility service  
416 vehicles from the hours of service requirements, any exemption  
417 shall be effective in this state immediately for the duration  
418 of the federal exemption.

419 (2) The ~~department~~ Alabama State Law Enforcement Agency  
420 may adopt rules suspending the effective date for up to three

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421 years after adoption of any motor carrier safety regulation by  
422 the U.S. Department of Transportation as applied to vehicles  
423 engaged solely in intrastate commerce in this state, provided  
424 that the suspension does not result in the loss of federal  
425 Motor Carrier Safety Assistance Program funding.

426 (3) The ~~department~~ Alabama State Law Enforcement Agency  
427 may enter into agreements with state and local emergency  
428 management agencies and private parties establishing  
429 procedures for complying with 49 U.S.C. §\_31502(e) and federal  
430 regulations promulgated thereto at 49 C.F.R. §\_390.23 which  
431 provide an exemption from the hours of service regulations  
432 during certain emergencies.

433 (4) The ~~department~~ Alabama State Law Enforcement Agency  
434 may adopt rules granting any waiver, variance, or exemption  
435 permitted under 49 U.S.C. §\_31104(h) and federal regulations  
436 promulgated thereto at 49 C.F.R. §§\_350.339-350.345, provided  
437 that the waiver, variance, or exemption does not result in the  
438 loss of federal Motor Carrier Safety Assistance Program  
439 funding and does not take effect unless approved by the U.S.  
440 Department of Transportation if that approval is required.

441 (5) A commercial motor vehicle operated in intrastate  
442 commerce which does not equal or exceed 26,001 pounds, except  
443 a motor vehicle, regardless of weight, which is designed or  
444 used to transport 16 or more passengers, including the driver,  
445 or which is used in the transportation of hazardous materials  
446 and required to be placarded pursuant to 49 C.F.R. Part 172,  
447 Subpart F, shall be exempt from the federal motor carrier  
448 regulations otherwise made applicable in this state pursuant

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449 to subsection (a). For purposes of this subdivision,  
450 "commercial motor vehicle" means a commercial motor vehicle as  
451 defined in 49 C.F.R. §\_390.5.

452 (6) For purposes of those provisions of 49 C.F.R. §\_395  
453 providing for exemptions from the hours of service  
454 requirements of that section respecting the operation of motor  
455 vehicles for the transportation of agricultural commodities as  
456 contemplated in that section, the planting and harvesting  
457 season for this state is defined by the Legislature as the  
458 period from April 1 of each calendar year to March 31 of the  
459 next succeeding calendar year.

460 (c) Nothing in this section ~~as amended by Act 2008-336~~  
461 shall be interpreted to exempt any person from the obligations  
462 to operate a motor vehicle in a safe and proper manner or to  
463 observe the rules of the road, nor shall any provision of this  
464 section ~~as amended by Act 2008-336~~ be interpreted to immunize  
465 any person from civil liability for actionable conduct.

466 ~~(d) The Department of Public Safety shall publish~~  
467 ~~standards for training drivers of commercial motor vehicles in~~  
468 ~~proper load securement for metal coils as provided in 49~~  
469 ~~C.F.R. §393.120 and provide for certification of drivers of~~  
470 ~~commercial motor vehicles carrying metal coils."~~

471 "§32-9A-4

472 (a) Any person violating Section 32-9A-2(a)(1) shall be  
473 guilty of a misdemeanor and punished by a fine of not less  
474 than twenty-five dollars (\$25) nor more than two thousand  
475 dollars (\$2,000) for each offense. In addition, the court may  
476 impose a sentence of imprisonment in the county jail, not to



477 exceed 30 days, for each offense.

478 (b) Any person violating Section 32-9A-2(a)(2)a. or a  
479 motor carrier violating Section 32-9A-2(a)(2)b. shall be  
480 guilty of a misdemeanor and punished by a fine of not less  
481 than one thousand dollars (\$1,000) nor more than two thousand  
482 five hundred dollars (\$2,500) for each offense.

483 (c) Any operator of a commercial motor vehicle  
484 violating Section 32-9A-2(a)(2)a. in which a metal coil drops,  
485 falls, spills, shifts, or otherwise escapes from the vehicle  
486 shall be guilty of a misdemeanor and punished by a fine of not  
487 less than two thousand five hundred dollars (\$2,500) nor more  
488 than five thousand dollars (\$5,000).

489 (d) Any person violating Section 32-9A-2(a)(3) ~~or any~~  
490 ~~motor carrier violating Section 32-9A-2(a)(4)a.~~ shall be  
491 guilty of a misdemeanor and punished by a fine of not less  
492 than five thousand dollars (\$5,000) nor more than ten thousand  
493 dollars (\$10,000).

494 ~~(e) Any person violating Section 32-9A-2(a)(4)b. shall~~  
495 ~~be guilty of a misdemeanor and punishable by a fine of not~~  
496 ~~less than two hundred and fifty dollars (\$250) nor more than~~  
497 ~~one thousand dollars (\$1,000).~~

498 ~~(f)~~ (e) In addition to the other penalties for a  
499 violation of subdivisions (2) ~~or~~ or (3) ~~or~~ or (4) of Section  
500 32-9A-2(a), the court may impose a sentence of imprisonment in  
501 the county jail, not to exceed one year, for each conviction  
502 under subdivisions (2) ~~or~~ or (3) ~~or~~ or (4) of Section 32-9A-2(a).

503 ~~(g)~~ (f) In addition to other punishment fixed by law,  
504 the court may enter an order prohibiting the person from

**SB258 Enrolled**



505 operating any commercial motor vehicle for a period to be  
506 specified by the court, or perpetually, as the court may  
507 determine."

508           Section 2. Although this bill would have as its purpose  
509 or effect the requirement of a new or increased expenditure of  
510 local funds, the bill is excluded from further requirements  
511 and application under Section 111.05 of the Constitution of  
512 Alabama of 2022, because the bill defines a new crime or  
513 amends the definition of an existing crime.

514           Section 3. This act shall become effective on October  
515 1, 2024.



SB258 Enrolled

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President and Presiding Officer of the Senate

Speaker of the House of Representatives

SB258

Senate 11-Apr-24

I hereby certify that the within Act originated in and passed the Senate, as amended.

Patrick Harris,  
Secretary.

House of Representatives  
Passed: 25-Apr-24

By: Senator Kelley

APPROVED

5-7-2024

TIME

9:00 am

GOVERNOR

Alabama Secretary Of State

Act Num....: 2024-245  
Bill Num...: S-258

Recv'd 05/07/24 10:39amKCW

ENGROSSED

Senate Bill No. 258

SPONSOR

1 Kelley

CO-SPONSORS

2 Kitchens

3 Jones

4 Sessions

5 Williams

6 Weaver

7 Chesteen

8 Elliott

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SENATE ACTION

I hereby certify that the Resolution as required in Section C of Act No. 81-889 was adopted and is attached to the Bill, SB 258.  
yeas 32 nays 0 abstain 0  
PATRICK HARRIS,  
Secretary

I hereby certify that the notice & proof is attached to the Bill, SB \_\_\_\_\_ as required in the General Acts of Alabama, 1975 Act No. 919.  
PATRICK HARRIS,  
Secretary

CONFERENCE COMMITTEE  
Senate Conference \_\_\_\_\_

HOUSE ACTION

DATE: 4-11 2024  
RD 1 RFD TOYI

REPORT OF STANDING COMMITTEE  
This bill having been referred by the House to its standing committee on Disposition, Utilities, Infrastructure, acted upon by such committee in session, and returned therefrom to the House with the recommendation that it be passed w/amend(s) w/sub 18th day of April, 2024.  
Forrest Wall, Chairperson

DATE: 4-18 2024  
RF RD 2 CAL

DATE: \_\_\_\_\_ 20\_\_  
RE-REFERRED  RE-COMMITTED   
Committee \_\_\_\_\_

I hereby certify that the Resolution as required in Section C of Act No. 81-889 was adopted and is attached to the Bill, SB 258.  
YEAS 100 NAYS 0  
JOHN TREADWELL,  
Clerk

FURTHER HOUSE ACTION (OVER)