

eCVSP

COLORADO

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.

2025 Update

The mission of the Colorado State Patrol is to ensure a safe and secure environment for all persons by utilizing the strengths of our members to provide professional law enforcement services that reflect our core values of Honor, Duty, and Respect.

Further the goal of the Colorado State Patrol Motor Carrier Safety Section is to provide a safe and secure environment in Colorado for all persons by reducing commercial vehicle related crashes, reducing hazardous materials incidents, and increasing criminal interdiction activities in commercial motor vehicles.

Evaluation of data obtained from the Analysis and Information website (MCMIS data snapshot as of 07/06/2024) indicates that from calendar year 2020 through calendar year 2023 there was an average of 1,978 fatal and non-fatal crashes occurring in the State of Colorado each year which is a reduction of 4% based upon previous year averages. The goal of the Colorado State Patrol, Motor Carrier Safety Section is to reduce the total number of fatal and non-fatal crashes by 5% each year during CY 2024-CY 2026 as compared to previous years through continued efforts, such as team operations, focused enforcement in high crash corridors, inspections, and reviews.

Summary: Colorado 2020 - 2024

Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 7/26/2024. MCMIS data are considered preliminary for changes. The combined large truck and bus counts may not equal the sum of the individual truck and bus counts if some crash events invol

Report Filters: Crash Type - All Crashes, Carrier Domicile - All, Report Focus - Colorado, Time Period - Calendar, Year - 2020 to 2024, Vehicle Type - Large T - MCMIS

Summary	COLORADO: SUMMARY			
	CY 2020	CY 2021	CY 2022	CY 2023
Number of vehicles involved in fatal & non-fatal crashes	2,046	2,169	2,280	1,980
# in fatal crashes	87	115	107	82
# in non-fatal crashes	1,959	2,054	2,173	1,898
Number of fatal & non-fatal crashes	1,925	2,015	2,108	1,867
# of fatal crashes	82	102	100	78
# of non-fatal crashes	1,843	1,913	2,008	1,789
Number of fatalities as a result of a crash	94	113	111	84
Number of injuries as a result of a crash	652	713	718	528

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 checked="" type="radio"/>	<input 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)?

Due to the COVID pandemic, retirements, and attrition, the unit has not been fully staffed for several years. Currently there are 8 vacant positions in the MCSAP unit. Of those 8 positions, 5 are troopers who conduct inspections, compliance reviews, safety audits, safety talks, etc. These vacancies have greatly impacted the unit's ability to maintain activity levels. The Colorado State Patrol in general is having a difficult time staffing and retaining personnel, as such, it is difficult to transfer troopers from field duty stations to a specialty unit, such as MCSAP without a detrimental affect on the department and all motorists operating within the state. The personnel shortages have had a direct impact on the activities conducted by MCSAP personnel. Obviously, less people equal less activities, while the unit has deployed strategies utilizing overtime dollars to conduct activities, there are only so many OT hours each member can work. The CSP is transitioning to a "rolling" academy in the hope of increasing training and transition time. The CSP will now conduct an academy for new recruits every 16 weeks, as opposed to every 6 months to increase the number of uniformed personnel. Once implemented and an increase is realized, MCSAP expects to be fully staffed, however, it may not occur in the near future.

When fully staffed, the MCSAP consists of a Captain funded by the MCSAP Basic Grant at 100%. In addition to the Captain, there are 22 uniformed officers, 8 Port of Entry Officers (POE) who conduct safety audits, 4 Sergeants, 2 Grant Specialists, 1 Training Specialist V that assists the training unit, 1 Administrator who is responsible for the medical waiver program and FMCSA systems, 1 Administrator that manages the DataQ's program, as well as, 2 Program Assistants in MCSAP. The uniformed officers, POE officers, and sergeants are funded by the MCSAP Basic grant and HUTF. Each officer inputs their time into the Patrol's Time Management System utilizing a specific function code for each activity. In the event that MCSAP officers are required to perform non-MCSAP functions related to their role as peace officers, their salaries are adjusted when necessary based upon the percentage of time dedicated to each function code/activity. The grant managers in the section keep a record of the time worked by function code, as well as, paper copies for backup documentation. Each of the MCSAP officers conduct inspections, compliance reviews, and new entrant safety audits throughout the year, in addition to public outreach and education duties. Additionally, one of the 22 uniformed officers is responsible for coordinating and implementing MCSAP related training for all certified inspectors/officers within the Colorado State Patrol. To meet match and MOE requirements, the Colorado State Patrol directly funds 5 Troopers and 2 Sergeants.

Six additional POE II Officers were added to the unit in early 2024. The primary focus of these officers is to conduct inspections only at each port of entry. They report to a MCSAP Sergeant and perform only MCSAP eligible activities. These officers are deployed at each of the 9 POE's in the state. Each of the ports are located in rural areas, on rural routes. It is anticipated that with the addition of these officers, CSP MCSAP will impact the number of CMV crashes occurring in rural locations. Additionally, as a current activity in the CVSP the majority of team operations conducted by MCSAP personnel occur on rural routes which will continue to impact CMV safety and crashes in rural areas. The new POE officers will increase the quantity and quality of inspections currently performed by the Colorado State Patrol and they will be 100% grant funded.

All of the MCSAP inspectors/investigators have received basic motor carrier safety inspection training, a bulk-packaging course, general hazardous material training, the motor coach course and the North American Standard Inspection Course Side A & B. In addition, training has been provided by the Federal Motor Carrier Safety Administration on the performance of CSA Compliance reviews and safety audits. Currently, several of the troopers

have been certified to perform reviews and audits on commercial carriers. Since the organization of the section, the troopers involved in the program have undergone refresher training courses as well as a week of regular departmental in-service training annually. Additionally two inspectors have been trained to conduct Level VI radioactive highway route controlled substances inspections to assist with WIPP inspections when needed.

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:	COLORADO STATE PATROL
Enter total number of personnel participating in MCSAP activities	311
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	311
Traffic Enforcement Activities	22
Investigations*	22
Public Education and Awareness	22
Data Collection and Reporting	22
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

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

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 # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	92	100	92
01/01/2021	12/31/2021	102	80	102
01/01/2020	12/31/2020	82	98	82
01/01/2019	12/31/2019	100	101	100
01/01/2018	12/31/2018	103	82	103

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: Other

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
 Total Number of Fatal and Non-Fatal Crashes for all Buses.

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	7	121	167
01/01/2021	12/31/2021	3	130	124
01/01/2020	12/31/2020	7	223	133
01/01/2019	12/31/2019	3	178	228
01/01/2018	12/31/2018	9	221	182

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Other

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

Total Number of Reportable Hazardous Material Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	0	43	41
01/01/2021	12/31/2021	4	34	44
01/01/2020	12/31/2020	2	66	35
01/01/2019	12/31/2019	4	47	68
01/01/2018	12/31/2018	2	47	62

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

All data obtained from A&I Summary Statistics, MCMIS snapshot as of June 30, 2023.

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

Data collected from the United States Census Bureau indicates the population in Colorado has increased approximately 14.5% from April 1, 2010 through July 1, 2019. Data indicates that an increase in population results in an increase in road congestion and miles traveled. As such, state total vehicle miles traveled (VMT) in Colorado has increased approximately 13% from 46,968 million in 2013 to 53,954 million in 2018 (A&I State Level CMV Fatality Rate Per 100 Million Total Vehicle Miles Traveled 2013-2018).

Through the implementation of a comprehensive MCS program, which includes the completion of commercial vehicle safety inspections, CSA compliance reviews, safety audits, targeted enforcement and public education awareness and initiatives, one of the goals of MCSAP is to reduce the number of CMV involved crashes and fatalities. However, it is increasingly difficult to accomplish this goal since the number of personnel assigned to MCSAP has not increased proportionately to population. Actually, the size of the MCS program in Colorado has decreased since 2015, with one less Captain and one less trooper, although the section did add 2 POE officers to complete Safety Audits. Other than the 2 POE officers there have not been additions to MCSAP, and it should be noted that the POE officers cannot conduct compliance reviews or traffic enforcement stops. As previously mentioned, there are currently 12 vacant positions in the section. When an officer retires or transfers it may take many months to replace the position due to staffing shortages within the agency and organizational decisions by Command Staff. The lag in hiring results in vacancy savings and less activity output within MCSAP. Frustratingly, while the amount of MCSAP funds the State has received has increased during the last 5 years, staffing has not. The program has attempted to mitigate the lack of staffing and increased funding by conducting more operations on an overtime basis, however, the amount of overtime each officer can work is often limited.

The state's goal since 2018 has been to reduce the total number of fatal and non-fatal CMV crashes occurring in the state by 2% as compared to the average number of crashes that occurred during the prior calendar year(s). Additionally, MCSAP has a goal to reduce the number of passenger carrier crashes occurring in the state by 2% as compared to previous years. This goal was increased in FY 2023 to 5%, this goal change will be utilized in upcoming fiscal year(s).

On average, the number of reportable passenger carrier crashes represents approximately 10% of the total reportable CMV crashes in the state. There were an average of 163 passenger carrier fatal and non-fatal crashes from calendar year(s) 2019-2022 which is a reduction as compared to the previous 4 years. There are an average of 5 fatalities per year involving passenger carriers for the same time. The majority of passenger carrier crashes in the state occur within municipal boundaries, which limits the impact the State Patrol has on the prevention of these crashes. However, the partnership the Patrol has with the municipal law enforcement agencies within the state has made a positive impact on the passenger carrier crash occurrence within the state.

Beginning in FY 2023 the state's goal is to reduce the total number of hazardous materials crashes occurring in the state by 5% as compared to previous years.

The transportation of hazardous materials poses a national threat to public safety. It is critical that those carriers transporting hazardous materials within the State of Colorado are aware of and take precautions to safely transport hazardous materials. The Colorado State Patrol has a section dedicated to the safe transportation of hazardous materials that is located within the Motor Carrier Services Branch. Officers within this unit also conduct CMV safety inspections and are responsible for clean up when a hazardous spill occurs, among other duties. Additionally, personnel within the MCSAP section conduct hazardous materials CMV inspections, as well as, compliance reviews/interventions and SCR's specific to the hazardous materials industry. The MCSAP, POE, and MCPT sections work closely with the Haz Mat section to educate hazardous materials carriers on the safety regulations related to hazardous materials transportation to ensure that hazardous materials carriers are in compliance with hazardous materials regulations.

Utilizing data available from A&I and the state's local Safetynet database, the number of reportable CMV hazardous materials crashes represent approximately 2% of the total number of reportable CMV crashes within the state during calendar year(s) 2019-2022. Based upon this data, the state would argue that while personnel will continue to conduct hazardous materials inspections, CR's, SCR's, and safety presentations, and will work closely with the CSP Hazardous Materials Section, the state does not have an identifiable problem in relation to reportable CMV hazardous materials crashes/transportation.

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.

2025 Update

The most current data available from the Analysis and Information Website indicates that from CY 2020 through CY 2023 there were on average a total of 1,978 fatal and non-fatal CMV crashes in the State of Colorado.

*The following top five crash causation factors** were also identified: Inattentive to Driving, Lane Violations, Following too Closely, Exceeded Safe Speed, and Failed to yield R-O-W. Additionally, the majority of crashes related to these causation factors occurred in Denver, Adams, Weld, Jefferson and Arapahoe counties. Targeted enforcement efforts will be increased with a focus on the identified crash causation factors, counties, and rural roads to change driving behaviors related to these crash causation factors and to reduce the number of reportable CMV fatal and non-fatal crashes in the state.*

Hazardous Materials

The state does not have a problem with HM crashes as illustrated below, however, the MCSAP unit will continue to work with the CSP Hazardous Materials Unit as needed.

Hazardous Materials: Colorado 2020 - 2024

Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 7/26/2024. MCMIS data are considered preliminary for 2 changes. The combined large truck and bus counts may not equal the sum of the individual truck and bus counts if some crash events involve

Report Filters: Crash Type - All Crashes, Carrier Domicile - All, Report Focus - Colorado, Crash Metric - Vehicles, Time Period - Calendar, Year - 2020 to 2024 Trucks & Buses, DOT # Match Status - , Data Source - MCMIS

COLORADO: HAZARDOUS MATERIALS				
Hazardous Materials	CY 2020 # of Vehicles	CY 2021 # of Vehicles	CY 2022 # of Vehicles	CY 2023 # of Vehicles
HM Placard Not Present	488	0	0	2
HM Placard Present	35	44	40	15
Cargo Release: No	18	23	18	4
Cargo Release: Yes	8	9	6	4
Class 1: Explosives	0	0	0	0
Class 2: Gases	2	0	1	0
Class 3: Flammable Liquid	4	9	4	2
Class 4: Flammable Solids	0	0	0	0
Class 5: Oxidizing Substances	0	0	0	0
Class 6: Poison & Infectious Substances	0	0	0	0
Class 7: Radioactive Material	0	0	0	0
Class 8: Corrosives	2	0	0	0
Class 9: Miscellaneous Dangerous Goods	0	0	1	0
Missing	0	0	0	2
Cargo Release: Missing	9	12	16	7
No Placard Information / Not Applicable	1,523	2,125	2,240	1,963
Total	2,046	2,169	2,280	1,980

Haz Mat data obtained for Fiscal years 2020-2023 indicates that the number of vehicles involved in a crash in the State of Colorado with a Haz Mat placard has actually decreased when compared to Fiscal years 2018, 2019, and 2020. Additionally, while the number of crashes involving a cargo release has fluctuated, the number is 7 per year on average, which is a sharp decline compared to the previous average of 10 per year. 2021.

The Colorado State Patrol has a unit dedicated to Hazardous Materials Safety, with certified CMV inspectors, funded entirely by the Highway Users Traffic Fund (HUTF). The MCSAP and HM units within the Patrol work closely together in the prevention of HM crashes/release. Based upon this data, the state would argue that while MCSAP personnel will continue to conduct hazardous materials inspections, CR's, SCR's, and safety presentations, and will work closely with the CSP Hazardous Materials Section, the state does not have an identifiable problem in relation to reportable CMV hazardous materials crashes/transportation, in comparison to non-HM CMV crashes.

Work Zone Crashes

The state has contracted with DriveWyze to provide in-cab messages to CMV's operating in Colorado. In conjunction with the Patrol's Business Intelligence Unit (BIU), MCSAP will identify the number of federally reportable CMV crashes occurring in works zones, as well as the leading causal factors and other possible contributing factors. Once established, the Unit will utilize geofencing to identify high crash work zone areas and will then provide in-cab messages regarding work zone detail and areas to CMV's driving in the identified work zones.

Truck Parking

To address the issue of truck parking, the State of Colorado added or is in the process of adding several new rest/parking spots specific to CMV's. There will be 2 new truck/rest stops added in the Colorado Springs area, 3 in Parachute, 2 in West Rifle, and 1 in Bennett Colorado.

Enter the data source and capture date:

A&I Crash Statistics Summary report(s), MCMIS data snapshot as of July 26, 2024

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 state increased the annual crash reduction goal from 2% to 5% beginning in FY 2023. This trend will carry into the upcoming fiscal year(s).

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.

All MCSAP officers will conduct five multi-day saturation patrols, per fiscal year, in high crash corridors/counties including rural roads/corridors, focusing on the identified crash causation factors. Additionally, saturation patrols will place an emphasis on counties with active oilfield operations, as well as, non-CMV's operating around CMV's in addition to general CMV safety and compliance. The saturation patrols will also be conducted in each CSP District, in high crash corridors within each district, as well as high crash areas throughout the state. All MCSAP troopers participate in the saturation patrols, dedicating an average of 20 hours per trooper to each event. The number and type of contacts varies widely during each event, dependent upon the focus area.

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 state will report the number of multi-day operations conducted. The emphasis of the operation. The County where the saturation patrols occurred. The number of CMV's contacted during the saturation patrols. The number of CMV inspections conducted during the saturation patrols. The number and type of citations issued during the saturation patrols as related to the top five (5) crash causation factors. The number of driver violations. The number of OOS driver violations. The number of vehicle violations. The number of OOS vehicle violations. The number of non-CMV's contacted. The number of non-CMV citations issued.

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	11793	10459	7130	10521	6553
Level 2: Walk-Around	10978	10223	8051	10261	8205
Level 3: Driver-Only	34411	31370	23551	28346	22745
Level 4: Special Inspections	251	95	61	95	166
Level 5: Vehicle-Only	558	480	312	417	395
Level 6: Radioactive Materials	233	257	118	125	155
Total	58224	52884	39223	49765	38219

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.

Aspen 2024 Update Inspection trend analysis for years 2018 and 2019 have been corrected.

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.

Colorado’s roadside program is multifaceted in that it incorporates fixed and mobile sites in conjunction with patrolling. The Colorado State Patrol has a policy that all Port of Entry Officers must be Level III certified upon completion of their training at the Academy. Uniformed Troopers must receive their certification within two years of graduating from their academy. As part of the Patrol's mentorship and professional development initiatives, MCSAP hosts two Level I North America Standard (NAS) schools each year. These schools are available to all uniformed officers and each Troop Commander/District Supervisor is encouraged to send those officers who meet all minimum requirements. Through a Memorandum of Understanding (MOU) Agreement, the Patrol currently has 26 local agencies with active, certified commercial vehicle (CMV) inspectors. These inspectors work with Motor Carrier Safety Assistance Program (MCSAP) Troopers and POE offices to enhance the state's CMV safety program. Each of these officers receive their initial and all refresher training from the Patrol. This is to ensure all CMV inspections conducted are consistent and uniform. There are currently 26 local inspectors, the majority of which are Level III certified. When fully staffed, MCSAP has 22 troopers assigned to different areas of the State. Assigned areas are determined by CMV crash occurrence and commercial vehicle traffic flow. When a position becomes available due to a vacancy, MCSAP leadership conducts an extensive assessment of the area. A determination is then made as to whether the position will remain in the current locale or be moved to another area with a greater need or an increase in unsafe driving or CMV involved crashes. All MCSAP and Port of Entry (POE) officers utilize both fixed and mobile sites when conducting inspections. POE officers station their mobile sites in areas with a high percentage of CMV involved crashes (data from State Safetynet). The MCSAP troopers utilizes this same method when setting up mobile sites and when patrolling. Each officer begins their shift with a review of the crash data for their area of responsibility. This information is then utilized to determine if either a mobile

setup or, for the MCSAP Trooper, if routine patrolling will be the most effective in addressing CMV safety. Through the use of these multifaceted techniques, CSP officers ensure enforcement action is initiated in "problem" areas.

All uniformed State Patrol Officers (Troopers and Port of Entry officers) conduct inspections to satisfy match requirements. These inspections are in addition to the inspections performed by MCSAP funded officers. While the inspections conducted by the match officers comply with CVSA and FMCSA requirements, the Level of inspection conducted is contingent upon the current certification of each individual officer. There are more Level III certified "match" officers within the CSP than there are Level I, as such, these officers in total will complete more Level III inspections. As previously stated *the unit added 6 additional POE officers during calendar year 2024, whose primary focus is inspections.*

DACH Drivers

To increase the number of DACH drivers identified at the roadside, the unit incorporated DACH and CDLIS training into mandatory quarterly instruction required for every Colorado CMV inspector. This training includes how to identify DACH prohibited drivers, all officers are also required to utilize CDLIS. Colorado currently has one of the highest "catch rates" for DACH drivers.

Human Trafficking

To address human trafficking, smuggling, and drug interdiction occurring in conjunction with CMV enforcement, the unit will host a Truckers Against Trafficking (TAT) class yearly to include ALL enforcement personnel in the state. MCSAP members previously received this training and found it to be highly valuable and informative. CSP-MCSAP will also contact/partner with the Colorado Motor Carriers Association (CMCA) to provide TAT training to the industry. One of the POE officers assigned to the training unit within MCSAP is the designated POC for Colorado, due to their dedication to TAT, the state will receive the TAT Champion Award, recognizing the CSP as a strong partner and good steward in cooperation with TAT.

Additionally MCSAP personnel will attend and participate in the Colorado Coalition Build with TAT, which is a half day human trafficking awareness event. The event will bring together trucking, bus, and truck stop industry stakeholders along with law enforcement and government agencies for training, network building, and collaboration focusing on shared strategies to combat human trafficking in our industries and communities.

Drug Interdiction

MCSAP will continue to work with the CSP's smuggling, trafficking and interdiction section within the criminal investigations branch to provide updates during MCSAP in service training. When offered, depending on availability, the unit will also send officers to FMCSA and CVSA or any eligible and pertinent training related to drug interdiction.

2024 Update

Level I inspection goals have been updated to increase the percentage of completed Level I inspections to 25% per FMCSA recommendations.

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: COLORADO STATE PATROL

Enter the total number of certified personnel in the Lead agency: 419

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	12500	503	16	13019	25.07%
Level 2: Walk-Around	6608	765	0	7373	14.20%
Level 3: Driver-Only	31024	0	0	31024	59.75%
Level 4: Special Inspections	135	0	0	135	0.26%
Level 5: Vehicle-Only	196	0	161	357	0.69%
Level 6: Radioactive Materials	0	15	0	15	0.03%
Sub-Total Lead Agency	50463	1283	177	51923	

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	%
Sub-Total Subrecipients	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	26
Enter the total number of non-funded certified officers:	48
Enter the total number of inspections projected for FY 2025:	1752

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: COLORADO STATE PATROL					
# certified personnel: 419					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 26					
# certified personnel: 48					
# projected inspections: 1752					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	12500	503	16	13019	25.07%
Level 2: Walk-Around	6608	765	0	7373	14.20%
Level 3: Driver-Only	31024	0	0	31024	59.75%
Level 4: Special Inspections	135	0	0	135	0.26%
Level 5: Vehicle-Only	196	0	161	357	0.69%
Level 6: Radioactive Materials	0	15	0	15	0.03%
Total MCSAP Lead Agency & Subrecipients	50463	1283	177	51923	

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.

2024 Update Level I inspection goals have been updated to increase the percentage of completed Level I inspections to 25% per FMCSA recommendations.

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	51923	0	1752	53675
Enter total number of certified personnel	350	0	50	400
Projected Goals for FY 2026 Roadside Inspections				
Enter total number of projected inspections	51923	0	1752	53675
Enter total number of certified personnel	350	0	50	400

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					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site	22	7	37	21	8
CSA On-Site Focused/Focused CR	28	28	13	10	14
CSA On-Site Comprehensive	41	46	21	27	46
Total Investigations	91	81	71	58	68
Total Security Contact Reviews	0	1	5	2	0
Total Terminal Investigations					

Investigative Types - Intrastate	2018	2019	2020	2021	2022
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site	4	5	50	12	5
CSA On-Site Focused/Focused CR	9	12	11	25	11
CSA On-Site Comprehensive	43	38	27	39	35
Total Investigations	56	55	88	76	51
Total Security Contact Reviews	1				
Total Terminal Investigations					

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	72	72	72	72	72	72
CSA On-Site Comprehensive	40	40	40	40	40	40
Total Investigations	112	112	112	112	112	112
Total Security Contact Reviews	2	0	2	0	2	0
Total Terminal Investigations	0	0	0	0	0	0

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

Due to staffing shortages as previously outline and an unknown time frame as to when we can train/hire additional investigators it is anticipated, the estimated number of investigations will remain static from 2024-2026.

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

Colorado has implemented a comprehensive compliance review program, and was one of the CSA 100% states. The compliance reviews are only conducted by Colorado State Patrol MCSAP Troopers and no other members. The program consists of one Sergeant who serves as program administrator, and who is the single point of contact for reviews and is the liaison with the FMCSA. Reviews completed by the CSP are sent to the administrating Sergeant, who reviews work products prior to the close out of the review and enforcement actions. The Colorado State Patrol program has 6 full time investigators, whose primary responsibility is complex, comprehensive reviews in the major metropolitan areas. There are also 4 other MCSAP Troopers stationed in various locations who conduct reviews on a smaller scale than the full time investigators. The CSP has a great working relationship with the FMCSA Denver office. When the 6 full time investigators are not working active investigations they are expected to be conducting inspections at stationary locations, and through traffic enforcement. The other 4 MCSAP Troopers who conduct compliance reviews also conduct safety audits and inspections. Reviews are assigned by geographic region, and based on need. Investigators may be required to travel to certain locations in the State based on need and program initiatives. Reviews are assigned and not limited to: serious accidents, formal complaints, roadside inspections, egregious violations of the FMCSR, and deficient BASICs.

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.

Reviews are assigned as the result of complaints received, CSA scores, roadside inspections and carriers involved in fatal crashes. The intervention/investigation manager assigns all investigations and closely monitors the number of investigations and completeness of each investigation on a monthly basis. The manager also provides information related to the number and type of investigations conducted for the quarterly report that is submitted to FMCSA.

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	12/31/2022	3400	3400
01/01/2021	12/31/2021	7387	3820
01/01/2020	12/31/2020	5262	3012
01/01/2019	12/31/2019	3831	2564
01/01/2018	12/31/2018	3391	3354

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		
01/01/2022	12/31/2022	728	726
01/01/2021	12/31/2021	900	900
01/01/2020	12/31/2020	585	585
01/01/2019	12/31/2019	860	860
01/01/2018	12/31/2018	767	800

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2022	12/31/2022	365	365
01/01/2021	12/31/2021	438	438
01/01/2020	12/31/2020	514	514
01/01/2019	12/31/2019	594	594
01/01/2018	12/31/2018	663	663

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

* All table data is the total for only those officers assigned to the MCSAP section. All data was derived from quarterly narrative reports. The State Patrol as a whole does not collect TE data specific to what is requested in this template, as a result, MCSAP manually collects and hand tallies this data. An electronic data repository for this data does not currently exist at the state level (except for # of CMV traffic stops with an inspection), so there is the possibility for error since the data will be collected manually.

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](#).

As previously stated, due to hiring restrictions and retirements, the unit has not been fully staffed for several years. Additionally, due to a shortage of new incoming cadets into the Colorado State Patrol, it is anticipated that staffing issues will remain for the long term. The unit has made several changes to ensure that the state maintain the integrity of the program, through quality inspections and thorough investigations and the the following changes were made in 2017. Officers were divided into an inspection team and a compliance review team. Six officers were assigned to the compliance review team with the expectation that they will complete approximately 200 inspections each, as well as, 160 compliance reviews total. An additional 15 officers were assigned to the inspection team, with the expectation that they will complete approximately 500 inspections per officer, as well as, the minimum number of CR’s needed to maintain certification. The inspection team conducts new entrant safety audits as assigned and the CR team conducts all educational safety talks.

During FY 2018 the section added 2 Port of Entry officers, whose primary duty is to conduct Safety Audits. As evidenced by the increase

in activities during FY 2018 it is apparent this change increased the amount of time MCSAP officers have to conduct other activities, thereby, increasing the total number of activities. With the addition of 7 more Port of Entry officers during FY 2024, whose primary focus will be inspections and safety audits, it is expected that inspection numbers will continue to increase in both quantity and quality. Until these new officers are hired and fully trained, the unit is operating with numerous vacancies. It is anticipated that the onboarding of the new POE officers will take several months.

During FY 2023 the State increased the traffic enforcement projected goal by 10% overall. The state will incorporate non-CMV enforcement and awareness into education and training currently provided to non-CMV certified officers. Additionally, these officers will receive the NTC Truck and Bus enforcement course.

During State FY 2023 the legislature increased fines for CMV's speeding on graded portions of roadway. The MCSAP Unit is also exploring the implementation of a Trooper in a truck program in Colorado. The plan would include an officer riding in a CMV during traffic enforcement activities to identify offenders. Sergeant Roe will meet with the State of Nevada in the upcoming weeks to learn more about their program and its implementation.

2025 Update

Migrant Worker Transportation in Rural Areas

Members of the MCSAP Unit participate in a team operation every August in the San Luis Valley, which is a high agricultural community. The unit works with local farmers before the harvesting season to ensure vehicles are legal and ready for harvest and the safe transportation of migrant workers.

This 1.5 day team operation was conducted in August of 2024 with the following results:

- Level 1 Inspections - 99
- Level 4 Inspections - 11
- Vehicle violations - 68

Additionally, 11 Troopers and POE officers participated in the operation and 16 San Luis Valley farm operations (farmers) participated in the voluntary operation.

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	4654	4750	5000
<input checked="" type="radio"/>	<input type="radio"/>	CMV Non-Inspection	768	850	900
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	515	600	650
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	1200	1200	1200

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
53675	224	559	850	55308	48499

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

The Colorado State Patrol MCSAP unit will implement a TACT like traffic enforcement model. Five primary violations from both CMV's and non-CMV's will be targeted. These violations include; Lane Violations, Following Too Closely, Exceeded Safe Speed / Speeding, Failed to Yield Right of Way, and Improper Passing. Additionally, 20% or at least 1,000, of the inspections conducted by MCSAP funded officers will be as the result of a proactive traffic contact. To support the crash reduction goal, data has been analyzed to determine the busiest hours of the day and days of the week. Each Officer's schedule have or will be modified to concur with these times in support of the Traffic Enforcement goals. In conjunction with the changed schedule times, Colorado State Patrol MCSAP wide effort will include five different "Surge Events." During these events, MCSAP Troopers will partner with local HAZMAT Troopers and Port of Entry staff to help in the Traffic Enforcement arena. The MCSAP section officers will continue to utilize intelligence led policing methods including the analyzation of data trends. During FFY 2024 targeted focus will remain in the Weld County region, which includes the counties of Weld, Larimer, Morgan, and Adams. As previously stated MCSAP officers will focus on the Weld County region and its oilfield operations through targeted enforcement and there will also be targeted high visibility enforcement on the I-70 corridor specific to the locations between Golden and Gypsum Colorado.

2024 UPDATE

The State Patrol as a whole does not collect TE data specific to what is requested in this template, as a result, MCSAP manually collects and hand tallies this data. An electronic data repository for this data does not currently exist at the state level (except for # of CMV traffic stops with an inspection), so there is the possibility for error since the data will be collected manually. However, the data collected will be reported on all quarterly and final reports.

Projected traffic enforcement activities have been increased, new projections are based upon a five year average of previous year(s) activities.

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: Colorado State Patrol

Enter the agency name responsible for PRISM in the State: Colorado 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.).

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

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM progress (e.g., including quarterly SF-PPR reporting). While the State is in full PRISM compliance, quarterly reports will continue to be submitted to FMCSA as required.

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	116	101	58	63	92
CMV Safety Belt Education and Outreach	58	83	41	43	45
State Trucking Association Meetings	19	20	20	15	12
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	6	6	1	4	1
Teen Safety Events	2	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.

To provide commercial vehicle educational materials and safety presentations to the public to promote highway safety and to reduce the number of reportable commercial vehicle involved crashes by 2% as compared to the average number of crashes occurring from calendar year 2019 through calendar year 2022. The uniformed officers and sergeants assigned to the MCSAP and MCPT sections conduct public education and awareness activities. To provide commercial vehicle enforcement training and guidance to Colorado law enforcement agencies and the citizens of Colorado.

Personnel will provide educational CMV safety information to members of the CMV industry and the public to ensure that adequate safety precautions are recognized and placed into practice before, during, and after the operation of a CMV, to include non-CMV's and pedestrians operating around a CMV. Outreach activities are varied, some events are conducted at large scale venues, such as the Budweiser Events Center, while others are completed at the carrier's principal place of business, or hotel conference rooms and insurance offices. Additionally, officers conduct safety talks at the Colorado Motor Carriers Association offices in Denver and Grand Junction. In addition to specific topics, officers address distracted driving, impaired driving, seatbelt usage, and driving behavior which has shown to lead to CMV involved crashes when conducting safety talks. Teen safety events are conducted during school events targeting new drivers and how they interact in and around CMV traffic. Additionally, talks target elementary and school age children, as it is believed that children can impact and advocate safe driving behavior for adults driving around CMV's. Personnel within the MCSAP section will develop and implement a unified carrier outreach program which will include detailed information related to compliance with the FMCSR's and applicable state statute.

2024 UPDATE

Human Trafficking

To address human trafficking, smuggling, and drug interdiction occurring in conjunction with CMV enforcement, the unit will host a Truckers Against Trafficking (TAT) class yearly to include ALL enforcement personnel in the state. MCSAP members previously received this training and found it to be highly valuable and informative. CSP-MCSAP will also contact/partner with the Colorado Motor Carriers Association (CMCA) to provide TAT training to the industry. One of the POE officers assigned to the training unit within MCSAP is the designated POC for Colorado, due to their dedication to TAT, the state will receive the TAT Champion Award, recognizing the CSP as a strong partner and good steward in cooperation with TAT.

Additionally MCSAP personnel will attend and participate in the Colorado Coalition Build with TAT, which is a half day human trafficking awareness event. The event will bring together trucking, bus, and truck stop industry stakeholders along with law enforcement and government agencies for training, network building, and collaboration focusing on shared strategies to combat human trafficking in our industries and communities.

Public Education & Outreach

Due to personnel shortages within the MCSAP section and throughout the CSP, the decision has been made to conduct "safety talks and demonstrations" on an as needed and/or requested basis. The unit has refocused efforts to emphasize inspections, CR's, and SA's to fulfill FMCSA requirements. As such, it is anticipated that the number of "safety talks" officers are able to complete will decrease during FY 2024.

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	50	50	50
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	12	12	12
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	1	1	1

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.

Colorado State Patrol personnel will continue to promote safe commercial vehicle driving behaviors through educational safety presentations. As a result, the number and type of safety presentations will be reported to FMCSA on the SF-PPR each quarter as required.

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	Fair	No

Available data sources:

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

Enter the agency name responsible for Data Quality: Colorado State Patrol

Enter the agency or agencies name responsible for DataQs: Colorado State Patrol

Enter the agency name responsible for the Crash Data Repository: Colorado Department of Revenue

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	Poor	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

Data current as of August 30, 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.).

2025 Update

The state is aware of the poor crash timeliness rating and has had discussion(s) with FMCSA and Volple Data Quality staff regarding the cause of the poor rating. The data entry position was vacant for 1.5 years at the point when crash timeliness guidelines were reduced to 45 days. During the vacancy one person was tasked with crash entry in addition to their current job duties, therefore, timeliness decreased. As of August 2024 the data entry position has been filled and the employee has been trained in data entry and is currently entering crashes within the 45 day timeframe, as well as the entry of crashes that occurred at the beginning of the year that were not entered since they were already considered "late". It will be some time before these efforts are realized in A&I due to the measure's time lag.

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.

Manager(s) and data entry staff within the MCSAP section will continuously monitor crash data received from the Department of Revenue to ensure that MCSAP receives ALL crash data in a timely manner. Management and applicable staff members within the MCSAP section will monitor A&I regularly to ensure the crash timeliness rating, as well as all rating categories, remain "Good". Additionally staff will monitor fatal crash data distributed by VOLPE and make any changes necessary to ensure all fatal crashes are complete and entered into Safetynet within required time frames.

DataQs

The state has a position dedicated to the research and resolution of DataQ's challenges. This position works closely with the industry, inspectors, enforcement officers, and the courts to resolve each and every challenge. Their work often requires making contact with the inspector/officer that made original contact with the driver/vehicle. This position also works closely with the MCSAP Sergeants to resolve more complex challenges and to identify potential issues that should be addressed during mandatory training.

During FFY 2023 the state implemented a DataQ's Council. If a company/individual disagrees with the initial findings of the DataQ's specialist the request will be elevated to the council, which is comprised of three MCSAP officers, for review. If there continues to be disagreement between the parties, the appeal is then elevated to the MCSAP Captain for review and resolution. If needed, the review will also be sent to the FMCSA Colorado Division Office for review and resolution. A very small percentage of challenges are elevated to the FMCSA level.

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.

The state has one position dedicated to the research and resolution of DataQ's challenges. This position works closely with the industry, inspectors, enforcement officers, and the courts to resolve each and every challenge. Their work often requires making contact with the inspector/officer that made original contact with the driver/vehicle. This position also works closely with the MCSAP Sergeants to resolve more complex challenges and to identify potential issues that should be addressed during mandatory training.

During FFY 2023 the state implemented a DataQ's Council. If a company/individual disagrees with the initial findings of the DataQ's specialist the request will be elevated to the council, which is comprised of three MCSAP officers, for review. If there continues to be disagreement between the parties, the appeal is then elevated to the MCSAP Captain for review and resolution. If needed, the review will also be sent to the FMCSA Colorado Division Office for review and resolution. A very small percentage of challenges are elevated to the FMCSA level.

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.

Dataq's timeliness resolution reports are regularly monitored and the data is reported to FMCSA on quarterly narrative reports.

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	552	557	475	668	978
Intrastate					
Total Audits	552	557	475	668	978

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: Colorado State Patrol

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website (NEWS)	
Date information retrieved from NEWS Dashboard to complete eCVSP	09/17/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	779
Current Number of Past Dues	15

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)	40	0	41	0	42	0
# of Safety Audits (Offsite)	510	0	518	0	526	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	550	0	559	0	568	0
# of Non-Audit Resolutions	400	0	400	0	400	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.

Data obtained from MCMIS indicates that during the past 5 years, there has been an average of 495 New Entrant Audits conducted by Colorado State Patrol MCS officers each year. MCMIS data also indicated there was an average of 701 Interstate carriers added to MCMIS. Utilizing these averages, the proposed number of audits to be assigned in FFY 2024 is 775. Using a 2% increase each year, in FFY 2022 it is proposed that there will be 791 audits assigned and 807 in FFY 2025.

Utilizing a 3 year average, it has been determined that approximately 32% of audits assigned are resolved by non-audit resolutions. Based on this information, it is anticipated that in FY 2024 - 250 assigned audits will be resolved by non audit resolution, in FY 2025 - 251, and in FY 2026 - 254. Due to the implementation of the offsite audit process, it is not anticipated that group safety audits will be necessary. Colorado does not intend to perform intrastate safety audits at this time.

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

To ensure that all New Entrant assignments are resolved by means of a safety audit or through non-audit resolution, the New Entrant Coordinator will assign audits on a weekly basis. Additionally, expedited audits will be assigned immediately and resolved within 60 days of assignment.

MCSAP officers within the unit have been working overtime to reduce the number of SA's in the queue, which will increase the number of completed and closed audits during FY 2023. The 7 POE officers that will be added to the unit will focus on the completion of inspections and safety audits. However, until the POE officers are actually hired and trained, the unit is operating with minimum staff due to retirement(s) and vacancies. Including the 9 POE officers, the unit currently has 12 vacant positions. Until the hiring process required by the State of Colorado is complete, these positions cannot be filled. It is anticipated that the onboarding of the new POE officers will take several months, therefore, while it is anticipated that the number of completed and closed audits will increase, the state cannot predict that increase at this point. Leadership within the unit are diligently working to complete the hiring process, and it is anticipated that the number of projected, completed and closed safety audits, will increase in beginning in FY 2024.

Once the POE officers are fully active, they will primarily conduct off-site audits, while troopers will conduct primarily on-site audits, which will provide a more balanced completion of on-site versus off-site audits.

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

The number of New Entrant assignments resolved. The number of New Entrant carriers that pass the safety audit.

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: 80.00%

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.

Narrative Overview for FY 2024 - 2026

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

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

Fiscal Year	Goal (%)
2024	85
2025	85
2026	85

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

The state will continue to require all Colorado State Patrol inspectors to clear vehicles through Query Central to verify OOS status. All inspectors have access to CVIEW and Safespect enabling officers to double-check OOS status when conducting inspections. Inspectors have received training in the use of C-VIEW and the system has been made available to all certified inspectors within the state. It is anticipated that the training that has occurred and increased access to this system will continue to

positively affect the identification of those carriers contacted and labeled as imminent hazard and unsat. There are issues with connectivity in remote areas of the state, and occasionally officers are unable to verify OOS status which will affect the percentage identified. The total number of inspections conducted on OOS carriers is less than 0.0002% of the total number of inspections conducted.

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.

Continued monitoring of OOS reports produced by FMCSA, all anomalies will be investigated and inspecting officers contacted when necessary. The number of officers contacted will be reported on quarterly reports. Additionally, current OOS identification rates will be reported quarterly.

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.

Narrative Overview for FY 2024 - 2026

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

As reported by the Analysis and Information website*, there were a total of 167 fatal and non-fatal crashes involving buses occurring in the State of Colorado during CY 2018. On average from CY 2019 to CY 2022 there were a total of 163 passenger vehicle fatal and non-fatal crashes per year which is a decrease from the previous average of 204.

A review of the state's Safetynet crash data during CY 2022 indicates that the majority of reportable passenger carrier crashes in the state occur within the counties of Denver, Arapahoe, Adams, and El Paso. The Colorado State Patrol will work with local law enforcement and members of the passenger carrier industry operating within these counties to educate both motorists and pedestrians of the proper safety precautions and driving behaviors that should be instituted in conjunction with passenger carrier vehicles.

Additionally, migrant worker transportation in rural areas is a special emphasis area identified by FMCSA. Data obtained from the FMCSA Colorado Division Office indicates that of July 29, 2020, there were zero crashes in Colorado involving migrant worker carriers, therefore, a specific state objective is not required to address this emphasis area.

*Data snapshot as of July 28, 2023

** State Safetynet database as of July 6, 2023

Projected Goals for FY 2024 - 2026: Enter the performance goal for the three-year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2024, 2025 and 2026 must also be included.

To reduce the total number of passenger carrier crashes occurring within the State of Colorado during FY 2024, 2025, and 2026 by 2% per year as compared to the average number of crashes occurring from CY 2019 through CY 2022 (163). To reduce the total number of reportable passenger carrier crashes occurring within the counties of Denver, Arapahoe, Adams, and El Paso by 2% as compared to CY 2022.

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

Personnel will conduct 150 inspections per year on motorcoach and passenger carriers during FY 2024, FY 2025, and FY 2026. Inspections will be performed in conjunction with team operations and special operations, such as, Quickstrike, and through regular inspection activities. Inspections will be performed with an emphasis on terminal and destination inspections and the identified counties when feasible. Additionally, personnel will conduct 5 CSA on-site comprehensive reviews per year from FY 2024 through FY 2026 on passenger carriers identified through the Safety Management System.

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 number of motorcoach/passenger carrier inspections completed by CSP MCSAP inspectors. The number of team operations conducted. The number of driver violations. The number of OOS driver violations. The number of vehicle violations. The number of OOS vehicle violations.

The number of and results of CSA on-site comprehensive reviews conducted on passenger carriers. The number of total and acute/critical violations discovered. The number of enforcement actions taken as a result of reviews.

Part 3 Section 4 - State Specific Objectives – Past
--

No updates are required for this section.

Instructions:

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

To identify potential data collection and consistency issues through the review of RDR's within the DataQ's system and the monitoring and examination of CMV inspection reports; and to provide training and education to inspectors when issues are identified. From October 1, 2022 through August 16, 2023, on average a total of 78% of RDR's received were closed within 0-14 days.

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

The number and type of RDR's received and closed during each quarter, ensuring that all RDR's are resolved to the satisfaction of all parties and that $\geq 80\%$ of all RDR's are closed within 0-14 days.

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

From October 1, 2022 through August 16, 2023 a total of 1,522 RDR's were received. Of the 1,522 RDR's received, 1185 or 78% were closed within 0-14 days.

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

Consistency and data quality during the inspection process are key issues in the State of Colorado. While all inspectors receive MCS training and updates throughout the year, there are inconsistencies during the inspection process due to individual inspector interpretation and discretion. Officer discretion is encouraged, however, it is imperative for the state to provide on-going training and monitoring to ensure that all inspectors are aware of programs goals and objectives; that they accurately and completely document violations during roadside inspections; and that all officers have access to, and correctly utilize the inspection selection process.

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.

Inspection Data Collection & Consistency

Narrative Overview for FY 2024 - 2026

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

Consistency and data quality during the inspection process are key issues in the State of Colorado. While all inspectors receive MCS training and updates throughout the year, there are inconsistencies during the inspection process due to individual inspector interpretation and discretion. Officer discretion is encouraged, however, it is imperative for the state to provide on-going training and monitoring to ensure that all inspectors are aware of programs goals and objectives; that they accurately and completely document violations during roadside inspections; and that all officers have access to, and correctly utilize the inspection selection process.

Projected Goals for FY 2024 - 2026:

Enter performance goal.

>=80% of all RDR's are closed within 0-14 days.

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

Monitor the number and type of RDR's received to ensure that issues are adequately researched in a timely manner and communicated to the MCPT Sergeant for inclusion in the training bulletin when applicable.

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 number and type of RDR's received and closed during each quarter, ensuring that all RDR's are resolved to the satisfaction of all parties and that >=80% of all RDR's are closed within 0-14 days.

State Objective #2

Enter the title of your State-Identified Objective.

Enhancing of CDL Enforcement On Hot Shot Carriers using De-Regulated Equipment

Narrative Overview for FY 2024 - 2026**Problem Statement Narrative: Describe problem identified by performance data including baseline data.**

The Colorado State Patrol has identified a prolific problem with 1 ton pickup trucks pulling car hauler trailers in a "hot shot" configuration. These vehicles can be found just about any day, about every 30 minutes on the Interstate 70 mountain corridor, as evidenced by the result of FMCSA's Operation Hot Shot conducted in October of 2024. These configurations are set up and purchased in order to circumvent the federal regulations, in particular with regard to CDL requirements. Trailer manufacturers offer two and three axle car hauler trailers with the option of "de-rating" them down to 12,000 GVWR. These trailers are normally rated at 20-30,000 lbs GVWR. When combining a 12,000 lbs rated trailer with a 14,000 lbs rated pick up, the GCWR is 26,000 even. We have been finding when catching these hotshots avoiding the ports or mobile scales, the actual weight puts them over 26,000 pounds. Catching carriers in the mountains has proven to be very difficult as we have limited fixed port locations and limited mobile port vehicles to weigh vehicles in these configurations for purposes of determining the requirement of having a CDL. Having drivers in Colorado's mountains with vehicles they are unfamiliar with and not properly licensed to drive is a safety hazard. A tracking sheet will be utilized to track the number of times the scales are used and the number of times CDL requirements would have been missed had the scales not been available for use. This deployment is consistent with 5.3.6 of the Motor Carrier Grant Comprehensive Policy.

Projected Goals for FY 2024 - 2026:**Enter performance goal.**

Conduct three targeted enforcement operations on the I-70 corridor with a specific focus on hot shot carriers.

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

Monitor and report the number of CDL violations discovered during the period using the scales to determine vehicle weights related to CDL requirements.

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.

Members of the CSP MCS Section will create a mechanism to monitor and track all uses and violations associated with the use of the equipment. This will include all deployments of the equipment (whether violations are discovered or not), specific licensure (i.e. CDL) violations discovered plus any related out-of-service violations. All data will be reported on a quarterly basis and then tracked year-to-year in subsequent years.

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.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$8,514,178.00	\$448,115.00	\$8,962,293.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,344,344.00
MOE Baseline:	\$202,714.80

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):	\$1,344,344.00

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
MCSAP Grant Funded Uniformed Officers	22	100.0000	\$117,500.00	\$2,585,000.00	\$2,136,885.00	\$448,115.00	\$0.00
MCSAP MOE Uniformed Officers	1	0.0000	\$170,896.00	\$0.00	\$0.00	\$0.00	\$170,896.00
MCSAP Grant Funded Sergeants	2	100.0000	\$144,360.00	\$288,720.00	\$288,720.00	\$0.00	\$0.00
MCSAP State Match Sergeants	2	0.0000	\$144,360.00	\$0.00	\$0.00	\$0.00	\$288,720.00
MCSAP Grant Funded Captain	1	100.0000	\$165,096.00	\$165,096.00	\$165,096.00	\$0.00	\$0.00
MCSAP Grant Funded POE Officers	8	100.0000	\$74,154.00	\$593,232.00	\$593,232.00	\$0.00	\$0.00
MCSAP Professional Staff	7	100.0000	\$98,349.00	\$688,443.00	\$688,443.00	\$0.00	\$0.00
HUTF Match and MOE Field Inspections	1000	0.0000	\$42,650.00	\$0.00	\$0.00	\$0.00	\$42,650.00
HUTF State Funded Field Level II-V Inspections	5000	0.0000	\$142,150.00	\$0.00	\$0.00	\$0.00	\$142,150.00
Subtotal: Salary				\$4,320,491.00	\$3,872,376.00	\$448,115.00	\$644,416.00
Overtime Project Costs							
MCSAP Officers/Sergeants	26	8.0000	\$178,079.00	\$370,404.32	\$370,404.32	\$0.00	\$0.00
MCSAP POE Officer OT	8	20.0000	\$74,154.00	\$118,646.40	\$118,646.40	\$0.00	\$0.00
Subtotal: Overtime				\$489,050.72	\$489,050.72	\$0.00	\$0.00
TOTAL: Personnel				\$4,809,541.72	\$4,361,426.72	\$448,115.00	\$644,416.00
Accounting Method:	Accrual						

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

Calculations are based on current salary derived directly from the state payroll system as of July 1, 2024. As previously indicated, there is 1 Captain, 22 uniformed officers, 4 Sergeants, 8 POE officers, and 7 civilian staff assigned to the MCSAP section. All of the sworn uniformed officers in the section conduct inspections, compliance reviews, safety audits, and public outreach and education duties. Additionally, several officers are responsible for coordinating and implementing MCSAP related training for all certified inspectors/officers within the State of Colorado.

All state personnel, including those in the Colorado State Patrol received a 3% salary increase in July 2024 and the uniformed officers received additional increases at varying percentages, as their salary is now determined by a "step" system based on years of service in. The non-uniformed personnel received varying percentages of salary increase as they were all placed into the step system. This does not include increases in other benefits, such as, healthcare and retirement contributions.

Overtime costs are based on averages derived from previous year(s) spending, as well as, current staffing levels, future needs and salary plus fringe. Costs are based upon 26 uniformed MCSAP officers and sergeants dedicating 8% of their time (salary plus fringe) to overtime activities, POE Officer OT costs are based upon 8 officers dedicating 20% of their time so overtime activities to include safety audits, team operations, and inspections

To satisfy MOE requirements, all Colorado State Patrol uniformed personnel are required to perform 32 inspections per year. The time Non-MCSAP funded "field" and Non-MCSAP funded POE officers spend conducting these inspections, is paid 100% by State HUTF monies. All inspections conducted by MCSAP Grant Funded inspectors (including the required 32) are deducted from the total at the end of the year when MOE is calculated. Should the field officers funded by HUTF conduct inspections while working MCSAP payable OT, those inspections are also deducted

from the total used when calculating MOE. It is estimated that these NON-MCSAP HUTF "field" officers will conduct at least 1,000 Level I inspections (45 minutes per inspection) and 5,000 Level II-V (30 minutes per inspection) inspections at an average hourly rate of \$56.86. The following calculation was used for the MOE and match Expenditures. As previously stated, hourly MOE rates are based on AVERAGES as there are over 400 inspectors within the Colorado State Patrol that conduct match inspections. Each inspector is compensated at a different pay level depending upon their Trooper/Corporal designation, with different benefit selections that impact hourly salary averages. Additionally POE officers are considered a completely separate personnel class, again, with differing pay levels based upon position (POE I, POE II, etc). As such hourly salary averages for the Trooper and POE Class are utilized. Actual time each inspector spends conducting inspections is recorded in the Safetynet database, however, the State does not query each inspection conducted to calculate exact time per inspection for MOE purposes. CVSA estimates dictating average time to conduct each level of inspection is utilized in the MOE calculation.

Level 1 - 1000 inspections x \$56.86 x 45 minutes (average time per inspection) = \$42,650

Level II-V - 5000 inspections x \$56.86 x 30 minutes (average time per inspection) = \$142,150

Inspections conducted by MCSAP officers funded with HUTF monies are also deducted from the MOE total, however, their entire salary is utilized to satisfy match and MOE requirements. The activity for these officers (inspections, CR's, SA's) are included in quarterly reports submitted to FMCSA as these officers are 100% dedicated to MCSAP.

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
MCSAP Captain	34.0000	100.0000	\$165,096.00	\$56,132.64	\$56,132.64	\$0.00	\$0.00
Uniformed Officers	35.0000	100.0000	\$2,585,000.00	\$904,750.00	\$904,750.00	\$0.00	\$0.00
Uniformed Officers MOE	35.0000	0.0000	\$170,896.00	\$0.00	\$0.00	\$0.00	\$59,813.60
MCSAP Sergeant	35.0000	100.0000	\$288,720.00	\$101,052.00	\$101,052.00	\$0.00	\$0.00
POE Officers	34.0000	100.0000	\$579,204.00	\$196,929.36	\$196,929.36	\$0.00	\$0.00
MCSAP Professional Staff	34.0000	100.0000	\$590,904.00	\$200,907.36	\$200,907.36	\$0.00	\$0.00
MCSAP Sergeant MOE	35.0000	0.0000	\$288,720.00	\$0.00	\$0.00	\$0.00	\$101,052.00
State Funded Level I Inspections	35.0000	0.0000	\$42,650.00	\$0.00	\$0.00	\$0.00	\$14,927.50
State Funded Level II-V Inspections	35.0000	0.0000	\$142,150.00	\$0.00	\$0.00	\$0.00	\$49,752.50
MCSAP Officer/Sgt OT	35.0000	100.0000	\$327,866.24	\$114,753.18	\$114,753.18	\$0.00	\$0.00
MCSAP POE Officer OT	34.0000	100.0000	\$118,646.40	\$40,339.77	\$40,339.77	\$0.00	\$0.00
TOTAL: Fringe Benefits				\$1,614,864.31	\$1,614,864.31	\$0.00	\$225,545.60

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

The overall fringe benefit rate is derived utilizing current payroll and fringe benefit reports for both uniformed and civilian positions, including anticipated increases and/or changes as mandated by the legislature. The overall rate is

an **average** for uniform and civilian classifications, since each individual position could have a slightly different fringe rate based upon benefit elections.

Fringe benefits are variable as they are based upon the salary, class, and position of each individual employee within the State of Colorado. Fringe benefits are pre-determined based upon individual class and position, are required by State Law and can and do change annually based upon legislative recommendations.

The following fringe rates are a percentage of each position's salary that the State contributes towards retirement, short-term disability (STD), and medicare.

	PERA Retirement	STD	Medicare
Uniformed -	19.25%	0.190%	1.45%
Civilian -	16.55%	0.190%	1.45%

Payment of medical, dental, and life insurance benefits will depend on the individual employee selections, such as coverage for employee only versus family coverage, as well as the specific plan each employee selects. These amounts generally increase on an annual basis at the beginning of the new State Fiscal Year based upon recommendations from the Governor and State Legislature. Following is a breakdown of premiums beginning July 1, 2024.

Cigna Medical Insurance: State Contribution versus Employee Contribution Premiums

Tier	Total Premium	State Contribution	Employee Contribution
HDHP Employee Only	\$880.36	\$849.26	\$31.10
HDHP Employee + Spouse	\$1,691.98	\$1,523.60	\$168.38
HDHP Employee + Child(ren)	\$1,552.56	\$1,485.90	\$66.66
HDHP Employee + Family	\$2,362.42	\$2,095.54	\$266.88
Copay Basic Employee Only	\$872.38	\$828.94	\$43.44
Copay Basic Employee + Spouse	\$1,736.94	\$1,532.90	\$204.04
Copay Basic Employee + Child(ren)	\$1,588.42	\$1,510.82	\$77.60
Copay Basic Employee + Family	\$2,451.10	\$2,164.76	\$286.34
Copay Plus Employee Only	\$908.16	\$808.86	\$99.30
Copay Plus Employee + Spouse	\$1,809.14	\$1,501.70	\$307.44
Copay Plus Employee + Child(ren)	\$1,654.36	\$1,482.84	\$171.52
Copay Plus Employee + Family	\$2,553.38	\$2,088.32	\$465.06

Kaiser Permanente Medical Insurance: State Contribution versus Employee Contribution Premiums

Tier	Total Premium	State Contribution	Employee Contribution
HDHP Employee Only	\$732.18	\$699.86	\$32.32
HDHP Employee + Spouse	\$1,446.40	\$1,269.00	\$177.40
HDHP Employee + Child(ren)	\$1,317.02	\$1,254.54	\$62.48
HDHP Employee + Family	\$2,031.16	\$1,807.12	\$224.04
Copay Basic Employee Only	\$770.68	\$727.86	\$42.82
Copay Basic Employee + Spouse	\$1,591.42	\$1,395.36	\$196.06
Copay Basic Employee + Child(ren)	\$1,441.80	\$1,362.68	\$79.12
Copay Basic Employee + Family	\$2,263.88	\$1,942.96	\$320.92
Copay Plus Employee Only	\$813.22	\$748.82	\$64.40

Tier	Total Premium	State Contribution	Employee Contribution
Copay Plus Employee + Spouse	\$1,680.64	\$1,405.08	\$275.56
Copay Plus Employee + Child(ren)	\$1,522.52	\$1,387.76	\$134.76
Copay Plus Employee + Family	\$2,391.34	\$1,953.82	\$437.52

EyeMed Vision Insurance: State Contribution versus Employee Contribution Premiums

Tier	Total Premium	State Contribution	Employee Contribution
Basic Employee Only	\$3.18	\$3.18	\$0
Basic Employee + Spouse	\$6.06	\$6.06	\$0
Basic Employee + Child(ren)	\$6.38	\$6.38	\$0
Basic Employee + Family	\$9.38	\$9.38	\$0
Enhanced Employee Only	\$7.58	\$3.18	\$4.40
Enhanced Employee + Spouse	\$14.42	\$6.06	\$8.36
Enhanced Employee + Child(ren)	\$15.18	\$6.38	\$8.80
Enhanced Employee + Family	\$22.30	\$9.38	\$12.92

Paid leave is also a fringe benefit for all state employees. Employees earn leave according to time in state service as established by the State Personnel Board Rules and Administrative procedures. Leave accrual is calculated and credited based upon current position status, such as full-time, part-time, temporary etc. Each eligible full-time employee receives 6.66 hours of sick leave per month or a pro-rated amount if part-time. Annual and sick leave are credited on the last working day of the month and annual accruals are credited as follows:

**Annual Leave Accrual Rates
As of July 1, 2024**

Years of Service*	Hours Per Month	Max Accrual
Years 1-3 (1-36 months)	8	192
Years 4-5 (37-60 months)	9	216
Years 6-10 (61-120 months)	11	264
Years 11-15 (121-180 months)	13	312
Year 16 or greater (181 months or greater)	16	384

Following are the holidays observed and paid by the State to eligible employees:

Holiday Schedules

Fiscal Year 2024-25

Date	Holiday
Thursday, July 4, 2024	Independence Day
Friday, July 5, 2024	Governor's Holiday
Monday, September 2, 2024	Labor Day

Date	Holiday
Monday, October 7, 2024	Frances Xavier Cabrini Day
Monday, November 11, 2024	Veterans Day
Thursday, November 28, 2024	Thanksgiving Day
Wednesday, December 25, 2024	Christmas Day
Wednesday, January 1, 2025	New Year's Day
Monday, January 20, 2025	Martin Luther King, Jr. Day
Monday, February 17, 2025	President's Day
Monday, May 26, 2025	Memorial Day
Thursday, June 19, 2025	Juneteenth

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 Board Meetings x 2	1	15	100.0000	\$6,750.00	\$6,750.00	\$0.00	\$0.00
Uniformed CSP MCSAP Training	100	5	100.0000	\$40,000.00	\$40,000.00	\$0.00	\$0.00
FMCSA MCSAP Planning Meeting	4	4	100.0000	\$12,000.00	\$12,000.00	\$0.00	\$0.00
Routine MCSAP Related In-State Travel	31	3	100.0000	\$75,000.00	\$75,000.00	\$0.00	\$0.00
Mileage	31	0	100.0000	\$12,000.00	\$12,000.00	\$0.00	\$0.00
FMCSA IT Workshop	5	5	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$0.00
Challenge Competition	1	5	100.0000	\$3,000.00	\$3,000.00	\$0.00	\$0.00
CVSA Spring Conference	4	5	100.0000	\$12,000.00	\$12,000.00	\$0.00	\$0.00
CVSA Fall Conference	4	5	100.0000	\$12,000.00	\$12,000.00	\$0.00	\$0.00
TOTAL: Travel				\$187,750.00	\$187,750.00	\$0.00	\$0.00

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

Routine MCSAP-Related Travel

In-state travel is necessary to enable the Colorado State Patrol MCSAP Inspectors to provide adequate coverage within the State of Colorado. In order to provide coverage to the entire State in a cost efficient manner, a number of overnight stays are necessary. Travel is necessary, at times, to perform compliance reviews, saturation patrols, team operations in high crash corridors, and safety audits within the State. Reimbursement is based upon the current per diem rates and current state fiscal rules in regards to in and out times and the number of miles traveled. With the addition of 6 POE officers, travel costs and in particular mileage reimbursement has greatly increased. These officers do not have an assigned vehicle and therefore must use their personal vehicles when traveling to a safety audit, inspection team operation, or training.

Additionally, since **ALL** uniformed officers within the Patrol are required to conduct 32 inspections per year, these officers must attend Part A, Part B, General Haz Mat, Cargo Tank, and Other Bulk Package training. Since officers are stationed throughout the state, some must travel to the training center located in Golden. While each individual troop office has paid for this travel in the past, due to state budget constraints it is not possible for the state to continue to pay travel costs out of the state budget. As such, a request was made from CSP Troop Captains that the MCSAP unit include these costs in the grant budget. It is anticipated that approximately 100 officers will need to travel within the next year to participate in the MCSAP training. Each of these officers will document travel on an approved expense report form which will be reviewed and approved by the MCSAP Sergeants and Captains. Officers required to travel will be reimbursed for the standard per diem and lodging expenses as approved by the State of Colorado.

All travel estimates are calculated based upon previous spending and anticipated costs for airfare, lodging, baggage, per diem, transportation, as well as added increases due to inflation. It is impossible to determine exact amounts for each conference due to unknown and multiple locations for each meeting. Location and duration will ultimately determine the final cost of airfare, per diem, lodging, etc. **ONLY ACTUAL TRAVEL COSTS ARE PAID AFTER TRAVEL IS COMPLETE**

In State travel estimates are based upon previous spending, as supervisors within the unit determine the length, location, personnel and number of MCSAP operations to be conducted throughout the year. **ONLY ACTUAL TRAVEL COSTS ARE PAID AFTER TRAVEL IS COMPLETE.**

Mileage

Mileage reimbursement is approved for staff that do not have an assigned state vehicle or access to a state vehicle. Travel to meetings and required alternate work locations are examples of reimbursable mileage, however, state policy determines mileage reimbursement. Current mileage reimbursement rate is established by Colorado Revised Statute (CRS) 24-9-104(2).

CVSA Board Meeting(s)

As of October 1, 2024 the Captain of the MCSAP unit will serve as the president of the CVSA Executive Committee, and as a result is required to serve on the board and attend board and executive meetings. All board/executive meetings are focused upon strategic planning and coordination between MCSAP agencies and CVSA in the implementation of motor vehicle safety efforts as proposed in each state's CVSP. Board members also work collaboratively with FMCSA on various subject matters relevant to both and the implementation of MCSAP requirements at the state level. Board meetings are a critical aspect as they allow the chair of each committee to ensure that coordination between each group. Additional justification, including content discussed will be submitted with travel reimbursement requests.

Costs are based upon an average, as it is impossible to determine final cost of airfare, per diem, lodging without knowing location. Additionally, due to inflation fluctuations, costs for airfare, etc can be variable. **ONLY ACTUAL TRAVEL COSTS ARE REIMBURSED AFTER TRAVEL IS APPROVED AND COMPLETED.**

Part 4 Section 5 - Equipment

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

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

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost ([2 CFR §200.436](#) and [2 CFR §200.439](#)). If vehicles or large IT purchases are listed here, the applicant must disclose their agency’s capitalization policy.

Provide a description of the equipment requested. Include how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Performance Based Brake Tester Trailer	1	\$202,406.00	100	\$202,406.00	\$202,406.00	\$0.00	\$0.00
Portable scales	12	\$6,595.00	100	\$79,140.00	\$79,140.00	\$0.00	\$0.00
Post Crash Inspection trailer	1	\$6,175.00	100	\$6,175.00	\$6,175.00	\$0.00	\$0.00
Post Crash Inspection trailer equipment	1	\$2,194.53	100	\$2,194.53	\$2,194.53	\$0.00	\$0.00
Engine kit, EDR download cables	3	\$15,000.00	100	\$45,000.00	\$45,000.00	\$0.00	\$0.00
EDR Licenses	3	\$5,000.00	100	\$15,000.00	\$15,000.00	\$0.00	\$0.00
TOTAL: Equipment				\$349,915.53	\$349,915.53	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

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

The ultimate goal for the MCSAP unit is to have a PBBT available at each port of entry in the State of Colorado (there are a total of 9 ports of entry in the state). The unit currently has 3 that were purchased utilizing state funds. The current trailers are moved as needed The current request is for the purchase of a fourth PBBT. The cost of the unit is \$193, 416.00 which includes a ramp set, training and a 1 year warranty. It should be noted that once the initial warranty expires for the trailer there is a cost to extend warranty coverage, as well as, calibration. Current cost to extend the warranty and calibration for the unit for 1 more years is \$4495.00. Following is a detailed quote for the purchase of the fourth PBBT. Please note that costs may differ at time of purchase due to the length of time between the quote creation, actual receipt of FFY 2025 funds and purchase:

Pricing and Scope of Supply (all prices in USD)	
VIS Model: VIS-TF-RL (PBBT and peripheral)	\$ 193,416.00
Ramp Set	<u>included</u>
One(1)year Manufacturer’s Warranty	<u>included</u>
Training/Commissioning	<u>included</u>
Shipping/Delivery	\$4495
Total	<u>\$ 198411.00</u>
 Additional one(1)year warranty / calibration	 \$4495

Capabilities:

The system is manufactured to the utmost robust nature and is intended to be used daily as part of a regulatory agency’s commercial vehicle safety plan in the assessment of commercial vehicles braking performance.

The equipment is capable of performing brake tests of on-highway commercial vehicles including significantly overloaded combination vehicles.

The system quickly provides performance results in accordance with FMCSR 393.52 (q) on a large number of over the road vehicles while greatly reducing the time taken to perform such a function when compared to current manual inspection methods of commercial vehicle brakes.

The VIS-Check PBBT can measure the braking performance of the overall vehicle and the wheel end regardless of energy supply such as air, hydraulic, electric or brake foundation type such as disc, wedge, or “s” cam.

Specifications: VIS-Check Model No. VIS-TF-RL

The VIS-Check PBBT is approved to FMCSA Functional Specifications as called out in the Notice of Final Determination Guidelines of “Development of Functional Specifications for Performance- Based Brake Tester Used to Inspect Commercial Motor Vehicles” (65 FR 48799) US DOT FMCSA- 98-3611 (Federal Register / Vol. 65, No. 154 / Wednesday, August 9, 2000, p. 48809)

The PBBT can operate with up to 20,000 lb. per wheel end or 40,000 lb. per axle. Any vehicle limitations are clearly documented and outlined in the VIS-Check operator manual.

All painted surfaces of the PBBT are finished in a corrosion-resistant powder coat finish that can withstand repeated abrasion associated with normal machine usage, as well as protect the painted surfaces from corrosion due to water, road salt, or other de-icing chemicals. Protective coatings are unaffected by residual contact with gasoline, diesel fuel, and oils.

PBBT Trailer – the unit is equipped with an integrated trailer. The trailer has a valid U.S. DOT certification label. All lighting, markings, brakes, wheels, tires, and safety attachment devices are compliant with Attachment E 49 CFR 393 and 49 CFR 571.

Trailer Specifications pertinent to towing requirements –

Receiver Type	2” ball diameter
Gross Trailer Weight (GTW)	5700 lbs. with ramps/accessories
Trailer Tongue Weight (TW)	650 lbs. with ramps/accessories
Safety Chains Required	Yes (class III recommended)
Trailer Brake Type	Electric
Trailer Electrical Connector and Voltage	7 pin x 12 volts

Ball mounts drop or rise require determination with tow vehicle

The PBBT is equipped with a secured full-size spare tire and rim compatible with the existing tire/rim currently mounted to trailer.

VIS-Check PBBT deployment and tear down: It takes a skilled operator no longer than 30 minutes to set up or tear down the portable machine. Ramp sections do not exceed 50 lbs.

Brake Test rollers have a permanent, hardened steel friction surface for a coefficient of friction of 0.7 dry / 0.6 wet. Roller surface technology does not require resurfacing or maintenance and has a proven useful service life of 15+ years. Roller drive chains do not require periodic adjustment.

An electronic copy of the following documentation is provided with the PBBT: Operation manual, Maintenance Manual, Calibration Procedure

The system provides step-by-step prompting throughout the entire test, provides “pass” or “fail” indicators after each axle test and after the test. The PBBT is easy to use and real time test feedback is compliant with the CVSA “North American Standard Inspection Procedure for Performance-Based Brake Testing”.

The VIS-Check PBBT uses simple, wireless, ruggedized tablets for the operator to control the machine, and view real-time test results. Specific critical measurements of each axle are displayed, including weight, rolling resistance, and deceleration, as well as configurable overall Pass/Fail performance. Should an axle fail minimum requirements, the operator can choose to retest that axle individually. When invalid tests occur, the system provides fault descriptions to aid the operator’s decisions of how to proceed.

The PBBT system automatically provides an easy-to-interpret report at the end of the test. The report data includes vehicle and inspector identifiers, “Pass” or “Fail” in accordance with applicable FMCSR 393.52, validity of test and advisory wheel position results.

Mud, dirt, snow, or road grime do not negatively affect or degrade PBBT performance and/or equipment reliability. PBBT test surface does require inspection and if necessary periodic cleaning.

The VIS-Check Portable PBBT degree of protection is IP65.

The PBBT operates on sealed or unsealed surface types and the equipment may be set up on Asphalt, Gravel, Sand, Rock, and/or Dirt. The PBBT has a ground clearance of 10.5 inches with a jockey wheel installed.

The VIS-Check Portable PBBT is bi-directional and can be operated from either end of the machine. The system is equipped with two clearly labeled emergency stops located at each end of the machine.

The PBBT has an integral weighing feature to be used in the calculation of brake performance (dynamic weighing during braking procedure) and is also capable of being used as a static scale for vehicle screening. The weighing configuration is piezo based.

The brake tester is capable of measuring individual wheel weights and provides individual wheel, axle, and total weight reports.

The VIS-Check Portable PBBT is supplied with all aluminum ramps. An adequate number of ramps are supplied with the equipment to test a spread axle, tri-axle configuration up to ten feet without requiring movement or any manipulation of test entry/exit ramp configuration. The total number of ramps supplied with the unit is sixteen (16).

The system can be safely operated by one inspector and one vehicle driver, or one inspector who is also operating the test vehicle.

The system includes a web-based interface that captures and stores the data from each test. Test results are stored in a web-based interface that allows the inspector to print graphs and tables to analyze problems with the vehicle. VIS Software can accommodate testing of vehicles with up to 11 axles.

Portable scales

The MCSAP unit would like to order 3 sets that include 4 portable scales for the purpose of enforcing Commercial Drivers License compliance. The scales will be deployed with troopers on the I-70 mountain corridor, which is a high crash corridor for the state.

Wheel Load Scale WL 101

Application	Measurement of wheel and axle loads of vehicles with pneumatic tires	For accessories as levelling mats, pads for weighing point loads, carrying cases etc. refer to data sheet A8498.
	0...10 t	Operation
	0...15 t	Because of its light weight the wheel load scale WL101 is easy to transport and can be used at any time without the need of ramps.
Range	0...20 000 lb	For efficient measurements it is recommended to work with at least two units. Measurements should be made on firm and level ground.
	0...30 000 lb	The scale is placed close to in front of the wheel to be tested and the vehicle is driven onto the platform. The wheel load is indicated directly on the dial of the instrument.
Temperature Range	-20...+60°C	Official Test
	0...140 °F	In most countries the wheel load scale WL 101 is approved by official test laboratories.
Accuracy	OIML No. 76 Class 4 or NIST H 44, optionally with HAENNI works test report or intended for official test	Selection Chart
	Corrosion resistant aluminiumalloys and stainless steel , watertight IP 65	

Execution

Post crash inspection trailer and inspection tools

-The Colorado State Patrol's Motor Carrier Safety Section has identified an area for growth in the arena of post crash commercial motor vehicle inspections. It is important to identify violations or defects that not only contributed to a crash, but also occurred due to the crash. In June of 2025, Colorado put all of our MCS Troopers

through the CVSA Post Crash Inspection Course. Troopers learned through hands on training how to identify vehicle defects that contributed or caused the crash. When conducting a post crash inspection, the use of tools, air compressors and specialty tools are required to work on large trucks. The equipment and tools are large and too cumbersome to keep on a patrol vehicle at all times, so it was decided to follow examples from other states with a robust post crash inspection program and utilize trailers to haul the proper equipment and tools to the scene of the post crash and have everything in a self contained unit.

Additionally, while executing a search warrant for a post crash inspection, it makes sense for an MCS Trooper, who understands a typical CMV better than average road troopers, to conduct a download of the vehicle's Electronic Control Module. In November, we are sending two of our MCS Troopers to the Heavy Vehicle Event Data Recorder Technician and Analyst Course. This course will teach troopers how to navigate the very technical world of downloading events from a CMV's electronic data recorder. This data shows braking events, acceleration events along with various other important data bytes. This data will be passed off to our reconstruction team for analysis, translation, evaluation and reconstruction. In order to conduct these downloads, certified MCS Troopers need to have the proper download cables as well as engine manufacturer specific software. As identified in 5.3.5 of the Motor Carrier Grant Comprehensive Policy, *"An important component of post-crash inspections is the identification of safety violations, especially OOS violations, which may have contributed to a crash."* By identifying what causes or even contributes to a crash, we can work to prevent it.

Item	Cost
Inverter generator	\$1,099.00
Air compressor	\$279.00
Mechanics tool set	\$149.00
Locking plier set	\$20.98
Quick connect air coupler set	\$179.99
15" adjustable wrench	\$29.98
Gland hands set	\$93.59
Rolling toolbox	\$99.00
Air brake connector fittings	\$72.99
E Lock Rail Tie Down Kit	\$112.00
Air line	\$30.00
Gas can	\$29.00
Engine Kit, EDR Download Cables	\$15,000.00
Single Axle Cargo Trailer	\$6,175.00
EDR Download Software Licensing (annually)	\$5,000.00
	\$28,369.53

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
Panasonic Toughbook CF55 and Accessories	5 1	\$5,287.00	100.0000	\$26,435.00	\$26,435.00	\$0.00	\$0.00
Office Supplies	1 Year	\$55,000.00	100.0000	\$55,000.00	\$55,000.00	\$0.00	\$0.00
Uniform Supplies	1 Year	\$40,000.00	100.0000	\$40,000.00	\$40,000.00	\$0.00	\$0.00
Inspection/Police Supplies	1 Year	\$62,163.60	100.0000	\$62,163.60	\$62,163.60	\$0.00	\$0.00
ADP/Software Expense	1 Year	\$20,000.00	100.0000	\$20,000.00	\$20,000.00	\$0.00	\$0.00
Reproduction/Printing Expense	1 Year	\$15,000.00	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$0.00
TOTAL: Supplies				\$218,598.60	\$218,598.60	\$0.00	\$0.00

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

FY2025 Update

All expense categories are estimated utilizing previous year trends in addition to any significant changes that have occurred within the section, such as the loss or addition of personnel. With the addition of 6 POE Officers, all costs will increase, such as office, uniform, and inspection supplies. Additionally costs increases/expenses include computer maintenance and replacement for the added personnel as well as all currently personnel.

Office Supplies

Includes items that are necessary for the day to day operations of the MCSAP office. Includes, but is not limited to, pens, pencils, staples, paper, paper clips, chairs, filing supplies, filing cabinets, and all other miscellaneous office supplies. This total also includes copy machine costs.

Uniform and Other Related Supplies

Costs include uniforms to be worn by personnel dedicated 100% to MCSAP. Costs includes replacement or purchase of any required or approved part of the uniform authorized to be worn while on duty. Includes, but is not limited to, collar brass, badges, patches, shoes, leather gear, etc.

Inspection/Police Supplies

Costs includes all necessary equipment required to perform inspections, including but not limited to chinks, creepers, tire gauges, etc. Additionally, costs included in this category include those operational supplies used in the performance of the duties of a peace officer, including but not limited to, ammunition, flashlights, batteries, evidence kits, accident investigation supplies, ticket books, clipboards, cameras, video equipment, first aid supplies, fusees, etc. With the actual addition of the 6 POE officers this FY it is anticipated that the cost of inspection and police supplies to fully equip each officer will increase.

Automated Data Processing Supplies/Software

Costs include but are not limited to repair costs for existing equipment, costs to upgrade computer hardware, printer cartridges and ink, and miscellaneous data processing supplies such as cables, printers, back up drives, etc.

Reproduction and Printing Expenses

Includes artwork and reproduction costs associated with updating and providing copies of Driver/Vehicle inspection reports; and costs to develop and print educational and informational materials to be distributed to the motoring public and CMV industry. Printing costs are estimated based on previous year's expenditures and vary depending on the type of document printed, the number of pages, whether the document is in color or black and white, type of binding if applicable, number of copies needed, etc. All printing is completed through the state print shop, Integrated Document Services (IDS). It is mandatory that all agencies within the state use IDS unless a specific service is unavailable, at which time, the agency would request a waiver to have items sent to a commercial vendor for printing.

Panasonic Toughbooks and Peripheral Equipment

Purchase 10 Panasonic Toughbook computers and peripheral equipment to replace current HP laptops for MCSAP officers. The unit will purchase a variable number each year until all officers, including the POE officers are using the same equipment.

Following is a breakdown of costs for each computer:

Panasonic Toughbook 55 - \$3272.28

Desktop Docking Station - \$417.94

Power Adaptor - \$77.43

Vehicle Dock - \$678.22

Docking station w/Dual pass through antenna - \$840.66

Since the actual cost of the computer without peripherals is below the \$5000 threshold, these units are not considered equipment.

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
State of Colorado - Fleet Management	SQV9JP8FFHU8	Contract	100.0000	\$411,800.00	\$411,800.00	\$0.00	\$0.00
Description of Services: Vehicles for use by MCSAP Officers							
Intelligent Imaging Systems, Inc Drivewyze	240387154	Contract	100.0000	\$49,900.00	\$49,900.00	\$0.00	\$0.00
Description of Services: In Cab Safety Messaging							
TOTAL: Contractual and Subaward				\$461,700.00	\$461,700.00	\$0.00	\$0.00

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

Vehicle Lease

Lease costs are determined by the State of Colorado Fleet Management Unit, as well as, mileage and usage charges, pre-determined by State of Colorado Fleet Management to fund gasoline, repair, and maintenance for vehicles. Additionally costs include radio usage charges as determined by Fleet Management. Costs for each vehicle are dependent upon, year, make and model of each vehicle, as well as vehicle usage. Additionally, gasoline, maintenance

and repair costs are variable and can increase or decrease as these real costs change due to inflation and other global and national economic circumstances.

Costs included in the proposal are an annual average of total costs since cost per individual vehicle will vary. Vehicles funded by the MCSAP Basic Grant are 100% dedicated to MCSAP activities and any non-eligible activities are incidental to routine law enforcement actions. Vehicle usage costs are variable, based upon mileage/usage and will continue throughout the life of the vehicle until it is sold at auction. The actual vehicle lease is applied to the actual cost of the vehicle and Fleet Maintenance will retain ownership, however, the vehicle will remain in the MCSAP unit until it is sold at auction. Upon sale of the vehicle at auction, all funds are returned to the MCSAP grant which are used to offset current MCSAP vehicle costs. The FMCSA division office is aware of this practice that has been in place for many years. While there are 22 troopers assigned to the unit, there are 4 Sergeants, 2 Captains, and 9 POE officers that are 100% dedicated to the MCSAP Unit. Each of the Sergeants and Captains have been assigned a vehicle and two POE officers will share one vehicle.

<u>Item</u>	<u># of Vehicles</u>	<u>Cost Per Item</u>	<u>Total Cost</u>
Vehicles	29	\$14,200	\$411,800

Drivewyze Safety Notifications

The CSP and MCSAP have utilized in cab-messaging the past year to deliver a social media campaign to address dangerous driving behaviors and top crash causal factors. MCSAP would like to continue this project into the future, as in the past messages and locations would be tailored based upon crash causal factors. As an example, in the metropolitan areas following too closely and speeding messages would be distributed as they are our most common crash causal factors for both commercial motor vehicles and passenger vehicles. Two lane road messages would be focused upon lane usage and fatigue information.

Drivewyze Safety Notifications (DSN's) deliver critical and timely safety alerts to CMV drivers through their Electronic Logging Device (ELD) or other telematics device directly into the cab of the truck. These messages can be tailored to your needs, target a specific behavior and work to supplement any current safety campaign. DSN's are designed to give DOT planners and law enforcement the added ability to map your message at carefully curated critical locations where drivers need to pay extra attention. The alerts are always on regardless of whether the driver is using a navigation application. MCSAP would not only be delivering messaging directly to drivers but also be receiving performance data about the number of alerts delivered and the driver behavior both before and after the alert.

Pricing for Virtual Sign Network is as follows:

Description Total (USD)

Virtual Sign Network Includes:

- 100 sign locations
 - Unlimited messaging
- \$49,900 /year

Emergency Alerts Included
 Program Management Included
 Terms and Conditions

- All Prices are in US Dollars
- Payment terms: 30 days net
- Quotation terms and conditions effective for 60 days
- Taxes extra where applicable

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

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

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Salaries, Wages and Fringe (SWF)	21.40	\$5,953,375.95	\$1,274,022.45	\$1,274,022.45	\$0.00
TOTAL: Indirect Costs			\$1,274,022.45	\$1,274,022.45	\$0.00

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
CVSA Decals	4000 Decal	\$0.35	100.0000	\$1,400.00	\$1,400.00	\$0.00	\$0.00
Registration/Conference Costs	1 Year	\$8,000.00	100.0000	\$8,000.00	\$8,000.00	\$0.00	\$0.00
Communications	1 Year	\$20,000.00	100.0000	\$20,000.00	\$20,000.00	\$0.00	\$0.00
Postage	1 Year	\$3,000.00	100.0000	\$3,000.00	\$3,000.00	\$0.00	\$0.00
Dues and Memberships	1 Year	\$13,500.00	100.0000	\$13,500.00	\$13,500.00	\$0.00	\$0.00
TOTAL: Other Costs				\$45,900.00	\$45,900.00	\$0.00	\$0.00

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

FY2025 UPDATE

Costs in the budget table are derived utilizing averages from previous year(s) spending in each category, estimated inflation and price increases, increased personnel (new POE officers) as well as future needs.

Indirect Costs

The current indirect cost rate as established by the agreement is 21.4%.

CVSA Decals

4000 * 0.35 = \$1,400.00

Registration/Conference Costs

Includes department authorized MCSAP training and/or seminars. Includes registration fees for CVSA workshops, as well as, registration fees for any other conferences/training seminars.

Communications

Includes:

1. Office telephone equipment lease costs and line charges.
2. Long distance, toll charges, conference calls

Effective July 1, 2024, the Colorado State Patrol Communications Branch assumed management and payment for all MCSAP personnel's cellular phone plans, including the cost of phones, hotspots, cases etc. The unit will experience significant cost savings due to this change, however, the cost of land lines, phone trees, etc will still be paid by the grant.

Postage

Includes costs of US Postal Services, UPS and Fed/Ex type shipping and freights costs for MCSAP related activities, such as, correspondence with carriers, as well as, shipping to MCSAP officers stationed outside of the Denver Metro Area.

Dues and Memberships

Costs include:

CVSA membership

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$8,514,178.00	\$448,115.00	\$8,962,293.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,344,344.00
MOE Baseline:	\$202,714.80

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCSAP Grant Funded Uniformed Officers	\$2,136,885.00	\$448,115.00	\$2,585,000.00	\$0.00
MCSAP MOE Uniformed Officers	\$0.00	\$0.00	\$0.00	\$170,896.00
MCSAP Grant Funded Sergeants	\$288,720.00	\$0.00	\$288,720.00	\$0.00
MCSAP State Match Sergeants	\$0.00	\$0.00	\$0.00	\$288,720.00
MCSAP Grant Funded Captain	\$165,096.00	\$0.00	\$165,096.00	\$0.00
MCSAP Grant Funded POE Officers	\$593,232.00	\$0.00	\$593,232.00	\$0.00
MCSAP Professional Staff	\$688,443.00	\$0.00	\$688,443.00	\$0.00
HUTF Match and MOE Field Inspections	\$0.00	\$0.00	\$0.00	\$42,650.00
HUTF State Funded Field Level II-V Inspections	\$0.00	\$0.00	\$0.00	\$142,150.00
Salary Subtotal	\$3,872,376.00	\$448,115.00	\$4,320,491.00	\$644,416.00
MCSAP Officers/Sergeants	\$370,404.32	\$0.00	\$370,404.32	\$0.00
MCSAP POE Officer OT	\$118,646.40	\$0.00	\$118,646.40	\$0.00
Overtime subtotal	\$489,050.72	\$0.00	\$489,050.72	\$0.00
Personnel total	\$4,361,426.72	\$448,115.00	\$4,809,541.72	\$644,416.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Captain	\$56,132.64	\$0.00	\$56,132.64	\$0.00
Uniformed Officers	\$904,750.00	\$0.00	\$904,750.00	\$0.00
Uniformed Officers MOE	\$0.00	\$0.00	\$0.00	\$59,813.60
MCSAP Sergeant	\$101,052.00	\$0.00	\$101,052.00	\$0.00
POE Officers	\$196,929.36	\$0.00	\$196,929.36	\$0.00
MCSAP Professional Staff	\$200,907.36	\$0.00	\$200,907.36	\$0.00
MCSAP Sergeant MOE	\$0.00	\$0.00	\$0.00	\$101,052.00
State Funded Level I Inspections	\$0.00	\$0.00	\$0.00	\$14,927.50
State Funded Level II-V Inspections	\$0.00	\$0.00	\$0.00	\$49,752.50
MCSAP Officer/Sgt OT	\$114,753.18	\$0.00	\$114,753.18	\$0.00
MCSAP POE Officer OT	\$40,339.77	\$0.00	\$40,339.77	\$0.00
Fringe Benefits total	\$1,614,864.31	\$0.00	\$1,614,864.31	\$225,545.60

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Board Meetings x 2	\$6,750.00	\$0.00	\$6,750.00	\$0.00
Uniformed CSP MCSAP Training	\$40,000.00	\$0.00	\$40,000.00	\$0.00
FMCSA MCSAP Planning Meeting	\$12,000.00	\$0.00	\$12,000.00	\$0.00
Routine MCSAP Related In-State Travel	\$75,000.00	\$0.00	\$75,000.00	\$0.00
Mileage	\$12,000.00	\$0.00	\$12,000.00	\$0.00
FMCSA IT Workshop	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Challenge Competition	\$3,000.00	\$0.00	\$3,000.00	\$0.00
CVSA Spring Conference	\$12,000.00	\$0.00	\$12,000.00	\$0.00
CVSA Fall Conference	\$12,000.00	\$0.00	\$12,000.00	\$0.00
Travel total	\$187,750.00	\$0.00	\$187,750.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Performance Based Brake Tester Trailer	\$202,406.00	\$0.00	\$202,406.00	\$0.00
Portable scales	\$79,140.00	\$0.00	\$79,140.00	\$0.00
Post Crash Inspection trailer	\$6,175.00	\$0.00	\$6,175.00	\$0.00
Post Crash Inspection trailer equipment	\$2,194.53	\$0.00	\$2,194.53	\$0.00
Engine kit, EDR download cables	\$45,000.00	\$0.00	\$45,000.00	\$0.00
EDR Licenses	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Equipment total	\$349,915.53	\$0.00	\$349,915.53	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Panasonic Toughbook CF55 and Accessories	\$26,435.00	\$0.00	\$26,435.00	\$0.00
Office Supplies	\$55,000.00	\$0.00	\$55,000.00	\$0.00
Uniform Supplies	\$40,000.00	\$0.00	\$40,000.00	\$0.00
Inspection/Police Supplies	\$62,163.60	\$0.00	\$62,163.60	\$0.00
ADP/Software Expense	\$20,000.00	\$0.00	\$20,000.00	\$0.00
Reproduction/Printing Expense	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Supplies total	\$218,598.60	\$0.00	\$218,598.60	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
State of Colorado - Fleet Management	\$411,800.00	\$0.00	\$411,800.00	\$0.00
Intelligent Imaging Systems, Inc Drivewyze	\$49,900.00	\$0.00	\$49,900.00	\$0.00
Contractual and Subaward total	\$461,700.00	\$0.00	\$461,700.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Decals	\$1,400.00	\$0.00	\$1,400.00	\$0.00
Registration/Conference Costs	\$8,000.00	\$0.00	\$8,000.00	\$0.00
Communications	\$20,000.00	\$0.00	\$20,000.00	\$0.00
Postage	\$3,000.00	\$0.00	\$3,000.00	\$0.00
Dues and Memberships	\$13,500.00	\$0.00	\$13,500.00	\$0.00
Other Costs total	\$45,900.00	\$0.00	\$45,900.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$7,240,155.16	\$448,115.00	\$7,688,270.16	\$869,961.60
Indirect Costs	\$1,274,022.45	\$0.00	\$1,274,022.45	NA
Total Costs Budgeted	\$8,514,177.61	\$448,115.00	\$8,962,292.61	\$869,961.60

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	\$8,514,178.00	\$448,115.00	\$8,962,293.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,344,344.00
MOE Baseline:	\$202,714.80

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$3,872,376.00	\$448,115.00	\$4,320,491.00	\$644,416.00
;;;Overtime Subtotal	\$489,050.72	\$0.00	\$489,050.72	\$0.00
Personnel Total	\$4,361,426.72	\$448,115.00	\$4,809,541.72	\$644,416.00
Fringe Benefits Total	\$1,614,864.31	\$0.00	\$1,614,864.31	\$225,545.60
Travel Total	\$187,750.00	\$0.00	\$187,750.00	\$0.00
Equipment Total	\$349,915.53	\$0.00	\$349,915.53	\$0.00
Supplies Total	\$218,598.60	\$0.00	\$218,598.60	\$0.00
Contractual and Subaward Total	\$461,700.00	\$0.00	\$461,700.00	\$0.00
Other Costs Total	\$45,900.00	\$0.00	\$45,900.00	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$7,240,155.16	\$448,115.00	\$7,688,270.16	\$869,961.60
Indirect Costs	\$1,274,022.45	\$0.00	\$1,274,022.45	NA
Total Costs Budgeted	\$8,514,177.61	\$448,115.00	\$8,962,292.61	\$869,961.60

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? J.P. Burt
2. What is this person's title? Major
3. Who is your Governor's highway safety representative? Shoshana Lew
4. What is this person's title? Executive Director

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

- Yes
- Yes, uploaded certification document
- No

State Certification declaration:

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

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

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

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

1. What is the name of your certifying State official? John Hahn
2. What is the title of your certifying State official? Captain
3. What are the phone # and email address of your State official? john.hahn@state.co.us 303-961-2935

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

- Yes
- Yes, uploaded certification document
- No

I, John Hahn, certify that COLORADO 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

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

Yes No

SPECIAL REVIEW RATE AGREEMENT

EIN:
 ORGANIZATION:
 Colorado Department of Public Safety
 700 Kipling Street
 Lakewood, CO 80215

Date: 07/11/2024
 FILING REF.: The preceding
 agreement was dated
 07/12/2021

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

SECTION I: INDIRECT COST RATES

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

TYPE	EFFECTIVE PERIOD		RATE(%)	LOCATION	APPLICABLE TO
	FROM	TO			
FINAL	07/01/2020	06/30/2021	9.40	(1)	All Programs
FINAL	07/01/2020	06/30/2021	21.40	(2)	All Programs
FINAL	07/01/2020	06/30/2021	30.80	(3)	All Programs
FINAL	07/01/2020	06/30/2021	37.10	(4)	All Programs
FINAL	07/01/2020	06/30/2021	28.20	(5)	All Programs
FINAL	07/01/2020	06/30/2021	20.60	(6)	All Programs
PRED.	07/01/2021	06/30/2023	9.40	(1)	All Programs
PRED.	07/01/2021	06/30/2023	21.40	(2)	All Programs
PRED.	07/01/2021	06/30/2023	30.80	(3)	All Programs
PRED.	07/01/2021	06/30/2023	37.10	(4)	All Programs
PRED.	07/01/2021	06/30/2023	28.20	(5)	All Programs
PRED.	07/01/2021	06/30/2023	20.60	(6)	All Programs
PROV.	07/01/2023	06/30/2026		(7)	All Programs

*BASE

Direct salaries and wages including all fringe benefits.

- (1) Executive Director's Office
- (2) Colorado State Patrol
- (3) Division of Fire Prevention and Control
- (4) Division of Criminal Justice
- (5) Colorado Bureau of Investigation
- (6) Div. of Homeland Security & Emergency Management
- (7) Use same rates and conditions as those cited for fiscal year ending June 30, 2023.

SECTION II: SPECIAL REMARKS

TREATMENT OF FRINGE BENEFITS:

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

TREATMENT OF PAID ABSENCES:

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

DEFINITION OF EQUIPMENT

Equipment means tangible personal property (including information technology systems) having a useful life of more than one year and a per-unit acquisition cost which equals or exceeds \$5,000.

The following fringe benefits are treated as direct costs:

DENTAL/HEALTH/LIFE INSURANCE, DISABILITY, FICA, RETIREMENT, UNEMPLOYMENT, AND WORKPER'S COMPENSATION.

This Rate Agreement is issued in accordance with the Customer Service agreement (CSA) between DHHS/CAS and the Federal Emergency Management Agency (FEMA).

FUTURE AWARDS

Upon receipt of any Federal awards that may significantly impact the existing rates, you must contact CAS immediately, as rate adjustments may be required. In addition, predetermined rates cannot be used for Federal contracts. Therefore, if you receive a Federal cost reimbursement contract, you must also notify CAS immediately.

NEXT PROPOSAL DUE DATE

A proposal based on actual costs for fiscal year ending 06/30/24, will be due no later than 12/31/2024.

SECTION III: GENERAL

A. LIMITATIONS:

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

B. ACCOUNTING CHANGES:

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

C. FIXED RATES:

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

D. USE BY OTHER FEDERAL AGENCIES:

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

E. OTHER:

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

BY THE INSTITUTION:

Colorado Department of Public Safety
(INSTITUTION)

(SIGNATURE)
Tanya Olsen
(NAME)

Department Controller, Dept of Public Safety
(TITLE)

7/12/2024
(DATE)

ON BEHALF OF THE GOVERNMENT:

DEPARTMENT OF HEALTH AND HUMAN SERVICES
(AGENCY)

(SIGNATURE)
Arif Karim
(NAME)

Director, Cost Allocation Services
(TITLE)

07/11/2024
(DATE)

HHS REPRESENTATIVE: Stanley Huynh
TELEPHONE: (415) 437-7820