

eCVSP

MICHIGAN

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.

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

MISSION

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

VISION

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

Part 1 Section 3 - MCSAP Structure Explanation

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

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

Instructions:

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

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

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

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

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

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

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

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

Updates for FY 2025 are highlighted in yellow.

MSP-CVED is the state MCSAP lead agency and does not supplement the program with sub-grantees. MSP-CVED currently has 87 MCOs, 10 Motor Carrier (MC) investigators, 26 MC sergeants, 10 MC lieutenants and 2 MC Inspectors. MSP-CVED also has 5 non-sworn new entrant safety auditors who conduct driver and vehicle inspections at weigh stations under the supervision of enforcement personnel. The aforementioned equal a total of 135 personnel who regularly conduct driver and vehicle inspections at weigh stations, roadside, or at a carrier's locations. In addition to enforcement of the FMCSRs and the HMR, MCOs are responsible for general traffic and regulatory compliance enforcement on commercial vehicles. This includes but is not limited to driver moving violations, drug and alcohol offenses, size, weight, and load violations, along with carrier operating authority and proper vehicle registration requirements.

MSP-CVED is conducting a recruit school with 13 recruits which started on August 4, 2024 set to graduate in late December 2024.

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

Although Michigan does not use sub-grantees, MSP-CVED currently authorizes 18 personnel in 12 non-funded local law enforcement agencies, including the Michigan Department of Transportation passenger carrier inspectors, to conduct NAS inspections in accordance with an inter-agency memorandum of agreement (MOA) with MSP-CVED.

Part 1 Section 4 - MCSAP Structure

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:	MSP/CVED
Enter total number of personnel participating in MCSAP activities	147
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	140
Traffic Enforcement Activities	135
Investigations*	10
Public Education and Awareness	135
Data Collection and Reporting	1
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	N/A
Enter total number of personnel participating in MCSAP activities	0
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:	12
Total # of MCSAP Participating Personnel:	18

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

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

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

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

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

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

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

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

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

Part 2 Section 2 - CMV Crash Reduction

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

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

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

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

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

Trend Analysis for 2018 - 2022

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

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

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:
 eCVSP goal and outcome will be % of overall fatal crashes

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

MOTORCOACH/PASSENGER CARRIER CRASHES

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

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

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
 Total Motor-Coach involved fatal Crashes

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

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

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

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

Hazardous Materials CMV involved in a fatal crash

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Update for FY 2025

FY23 92 CMV related fatal crashes 8.9% of the total state fatal crashes. Traffic volume returning to prepandemic levels.

FY24 (as of 07/17/2024) 56 CMV related fatal crashes 8.79% of the total state fatal crashes.

Enter the data source and capture date:

Michigan Traffic Crash Reporting System (TCRS) - 07/17/2024. TCRS is the data base for all crash reports involving motor vehicles in the state of Michigan. All Michigan law enforcement agencies upload crash reports to this data base. Michigan State Police Traffic Crash Reporting System is now part of Michigan Crash Analysis Application Tool (Mi-CAT). The Michigan State Police, Traffic Crash Reporting Unit, has contracted with a vendor, Numetric, to develop a traffic crash analysis and visualization application called the Michigan Crash Analysis Application (Mi-CAT). Mi-CAT can be used to query crash locations, view crash dashboards, create visualizations and charts, and search for UD-10 images.

Projected Goal for FY 2024 - 2026:

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

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

MSP-CVED will deploy resources based on CMV crash data with the goal of reducing CMV-involved fatal crashes in Michigan from a non-pandemic four-year average of 10.37 percent to 8.86 percent or below by September 30, 2026. The goal of 8.86 matches the expectation of a 15% reduction. The table above reflects the goal of 5% reduction each year for a total of a 15% reduction of the four-year average of 10.37%.

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

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

Update for FY 2025

MSP-CVED did experience a funding decrease in FY 2024. MSP-CVED is still experiencing staffing shortages, some areas of enforcement and inspection will not see a increases until late in FY 2026. With 13 probationary officers, MSP-CVED is optimistic about an increase in driver and vehicle inspections in mid to late FY 2025.

In FY 2023, MSP-CVED conducted 49,908 inspections which was 96.9% of the projected 51,500. The FY 2024 roadside inspection projection increased to 52,000. In FY 2025, The MSP-CVED will strive to meet the projection of 52,000 with the use of enforcement overtime and deployment of up to 13 new probationary motor carrier officers. With significant payroll and benefit expense increases, along with personnel shortages, staffing will be a concern into the foreseeable future. MSP-CVED is not projecting any increases in the annual projections for total roadside inspections through FY 2026.

In FY 2023, MSP-CVED conducted 25,238 traffic enforcement inspections or 89% of the projected traffic enforcement inspections: 28,400. The requirement was dramatically increased by 32% in FY 2023. In FY 2025, MSP-CVED intends to increase enforcement activity related to this objective. MSP-CVED will deploy enforcement overtime in an effort to meet the projection.

In FY 2023, MSP-CVED conducted 228 carrier investigations 89% of the projected carrier 256 investigations. The increase to 256 reflects the 20% increase requested by FMCSA in FY 2023. In FY 2025, MSP-CVED will strive towards completing the projected number of 256 investigations by deploying overtime when necessary.

In FY 2023, MSP-CVED conducted 937 new entrant safety audits 117% of the projected new entrant safety audits. The projected new entrant safety audits increased to 800 from 350 in FY 2022. In FY 2025, the MSP-CVED will maintain the goal of 800 new entrant safety audits. In FY 2025 and FY 2026, the total new entrant safety audits completed conducted could be negatively impacted by a trending reduction in new entrant carrier inventory. At the end of FY 2025, the new entrant carrier inventory will be evaluated again.

In FY 2023, MSP-CVED conducted 1,117 border enforcement 108% of the projected 1,100 border enforcement grant roadside inspections. in FY 2023, MSP-CVED increased the commitment by 68% from 450 border enforcement grant roadside inspections in FY 2022. In FY 2025 and FY 2026, the MSP-CVED will focus efforts and deploy overtime to meet the inspection goal of 1,200 border enforcement inspections.

In FY 2023, MSP-CVED conducted 4,606 traffic stops with enforcement on MCSAP qualifying vehicles without inspections. This is a new focus for the CVSP. The number of traffic stops, citations, and verbal warnings will be reported quarterly

through FY 2026 using data from the MSP-CVED officer daily program. MSP-CVED's goal is to complete an inspection for all traffic stops involving a MCSAP qualifying CMV. For part 2 section 5 of this CVSP, MSP-CVED does not project a performance goal of CMV non-inspection traffic stops. However due to circumstances there are times when an inspection is not completed on a MCSAP qualifying CMV. MSP-CVED plans to track these traffic stops and will report these traffic stops, citations, and verbal warnings on a quarterly basis."

In FY 2025, MSP-CVED will train 13 new probationary motor carrier officers. The new hires will be deployed on solo patrol in mid FY 2025.

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

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

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

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

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

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

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

Part 2 Section 3 - Roadside Inspections

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

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.

Iteris Inspect

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

Updates for FY2025

The Michigan State Police Commercial Vehicle Enforcement Division (MSP-CVED) is the state MCSAP lead agency and does not supplement the program with sub-grantees.

Currently, MSP-CVED 87 motor carrier officers, 10 motor carrier investigators, 26 motor carrier sergeants, 10 motor carrier lieutenants, and 2 motor carrier inspectors. MSP-CVED also has 5 non-sworn new entrant safety auditors who conduct inspections at weigh stations under the supervision of enforcement personnel. MSP CVED has a total of 135 personnel who regularly conduct inspections at weigh stations, roadside, or at a carrier’s location. In addition to enforcement of the FMCSRs and the HMR, motor carrier officers are responsible for general traffic and regulatory compliance enforcement on commercial vehicles. This includes but is not limited to moving violations including drug and alcohol offenses, size, weight and load, operating authority, and vehicle registration requirements. MSP-CVED allows other non-funded enforcement agencies and MDOT motor bus inspectors to conduct NAS inspections. MSP-CVED requires these agencies to be NAS certified prior to conducting inspections. MSP-CVED hosts mandatory refresher training for non-funded law enforcement. There are currently 12 law enforcement agencies and 18 NAS vehicle and driver inspection certified personnel conducting inspections.

MSP-CVED monitor vehicle and driver NAS inspection activity on a monthly basis. District Lieutenants generate reports and review inspection totals for each CVED member of their district. Reports generated identify types and percentages of NAS inspections completed by each NAS inspection level. District Lieutenants are provided copies of inspection commitments indicated in the annual eCVSP.

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

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

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

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

Drug Interdiction: MSP-CVED will continue to conduct drug interdiction activity across the state. We train our motor carrier officers drug and criminal interdiction techniques. FMCSA NTC Drug Interdiction Assistance Program training is mandatory for all motor carrier officers within the first two years of service.

Projected Goals for FY 2024 - 2026

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2024 - 2026. For FY 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: MSP/CVED

Enter the total number of certified personnel in the Lead agency: 135

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	11700	209	32	11941	25.25%
Level 2: Walk-Around	12923	3001	40	15964	33.75%
Level 3: Driver-Only	19210	0	40	19250	40.70%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	50	15	40	105	0.22%
Level 6: Radioactive Materials	0	40	0	40	0.08%
Sub-Total Lead Agency	43883	3265	152	47300	

MCSAP subrecipient agency

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

Subrecipient is: N/A

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

Projected Goals for FY 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:	12
Enter the total number of non-funded certified officers:	18
Enter the total number of inspections projected for FY 2025:	935

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: MSP/CVED					
# certified personnel: 135					
Subrecipient Agencies: N/A					
# certified personnel: 0					
Number of Non-Funded Agencies: 12					
# certified personnel: 18					
# projected inspections: 935					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	11700	209	32	11941	25.25%
Level 2: Walk-Around	12923	3001	40	15964	33.75%
Level 3: Driver-Only	19210	0	40	19250	40.70%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	50	15	40	105	0.22%
Level 6: Radioactive Materials	0	40	0	40	0.08%
Total MCSAP Lead Agency & Subrecipients	43883	3265	152	47300	

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.

As a probable cause state, Michigan's commitment of 15% Level 1 driver and vehicle inspections is consistent with most other states in the Midwestern Service Center. Not all motor carrier officers in Michigan are assigned to weigh station locations, thus resulting in a large percentage of true "roadside" inspections where a Level I inspection is not always safe or feasible.

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

Projected Goals for FY 2025 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	52000	0	1025	53025
Enter total number of certified personnel	153	0	22	175
Projected Goals for FY 2026 Roadside Inspections				
Enter total number of projected inspections	52000	0	1025	53025
Enter total number of certified personnel	153	0	22	175

Part 2 Section 4 - Investigations

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

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

Narrative Overview for FY 2024 - 2026

Instructions:

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

Projected Goals for FY 2024 - 2026

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

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

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

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

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

Updates for FY2025

MSP-CVED will conduct carrier interventions and cargo tank facility reviews as outlined in the table above. MSP-CVED will provide regular, specialized, and update training as needed for personnel conducting interventions. **MSP-CVED continues to be plagued by staffing shortages impacting the motor carrier officer and motor carrier investigators ranks. In FY 2025, MSP-CVED will deploy 10 motor carrier investigators to conduct investigations.**

In FY 2023, MSP-CVED increased the investigations by 20% as directed by FMCSA. Michigan will not be able to increase our commitment until next grant cycle. MSP-CVED is not able to fully staff our hazardous materials and investigative unit. During FY 2025, Michigan will deploy overtime in an attempt to meet the projected requirements.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.

MSP-CVED will report the number and type of investigations completed and progress toward the goal each quarter. MSP-CVED will report our activity using FMCSA A&I grant activity dashboard. Discrepancies have been noted in these reports, specifically between FMCSA A&I activity dashboard and MCMIS, we will monitor this going forward to ensure accuracy. MSP-CVED supervisory staff monitors the activity of our motor carrier investigators to ensure timely and accurate completion of assignments and reviews. MSP-CVED will continue to work closely with FMCSA staff assigned to Michigan in an effort to accomplish our shared goals of reducing CMV related fatalities and eliminating non-complaint or dangerous carriers.

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

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

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

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

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

Narrative Overview for FY 2024 - 2026

Instructions:

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

Update for FY 2025

MSP-CVED has 87 motor carrier officers and 10 motor carrier investigators dedicated to the roadside inspection and enforcement program. MSP-CVED also has 26 motor carrier sergeants and 10 motor carrier lieutenants and 2 motor carrier inspectors who are certified to conduct at a minimum NAS Level III driver inspections in addition to their assigned administrative duties.

MSP-CVED's commercial vehicle enforcement program uses various funding sources for the purpose of reducing commercial vehicle related crashes, fatalities, and for the protection of the highway transportation infrastructure. In Michigan, motor carrier officers and motor carrier investigators are employed solely for commercial vehicle enforcement. Motor carrier officers and do not have the responsibility to conduct enforcement activities on non-CMV's except in certain narrowly specified circumstances (i.e. operating while intoxicated drugs/alcohol). In these incidents, motor carrier officers enforcement activities or not charged to the MCSAP grant, and are not used for the state's share or MOE.

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

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

Projected Goals for FY 2024 - 2026

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

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

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	28400	23000	23000
<input type="radio"/>	<input checked="" type="radio"/>	CMV Non-Inspection		0	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	0	0	0

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

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

Update for FY 2025

Utilizing the new Traffic Enforcement criteria MSP-CVED historically averages 47% of all inspections are traffic enforcement. Our latest trend has been 50%. In FY 2025, with reduced staffing and with a reduced staffing model for the future (reduced 15%), our goal will be 50% or 23,000 Traffic Enforcement inspections. This goal will be reevaluated at the end of FY 2025 for potential increase in FY 2026.

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

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

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

Part 2 Section 6 - Safety Technology

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: MSP/CVED

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

Narrative Overview for FY 2024 - 2026

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

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

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

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

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

MSP-CVED will conduct ongoing monitoring and submit quarterly PRISM reports as required.

Part 2 Section 7 - Public Education and Outreach

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 that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2018 - 2022

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

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

Narrative Overview for FY 2024 - 2026

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

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

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

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

Update for FY 2025

MSP-CVED will continue to provide carrier outreach in this manner as long as the MCTS is funded and provides education and outreach addressing CMV safety. **In FY 2025, MSP-CVED will conduct a minimum of 80 outreach programs. MSP-CVED will utilize FMCSA messaging handouts when applicable.**

MSP-CVED in an effort to expand our outreach will exam the effectiveness of digital message boards that can be installed at our weigh stations. CMV driver distraction from the signs along with installation challenges will be evaluated before the project begins. Electronic media is part of MCSAP messaging, if we proceed with this project and MCSAP funds are used progress will be reported quarterly.

In FY 2025, MSP-CVED will be working with weigh station prepass vendors who provide in-cab CMV messaging for safety and regulatory purposes. In FY 2025, MSP-CVED will launch a messaging campaign to increase CMV driver safety with the goal to reduce CMV crashes and fatalities.

MSP-CVED is represented at bi-monthly meetings with the Motor Carrier Advisory Board (MCAB) and the Michigan Truck Safety Commission (MTSC).

Projected Goals for FY 2024 - 2026

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

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

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

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

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

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

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

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

SSDQ Compliance Status

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

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

Available data sources:

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

Enter the agency name responsible for Data Quality: Michigan State Police

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

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

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

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

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

Data current as of July 29, 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.).

NA

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

MSP-CVED will monitor SSDQ on a quarterly basis. MSP-CVED has one FTE assigned to process DataQs. If the DataQ cannot be answered by MSP CVED headquarters staff the motor carrier officer involved and their supervisor are asked for input. This includes a review of the body worn camera and officer's notes. If the individual filing the DataQ is not satisfied with MSP CVEDs response the carrier may choose to appeal the DataQ findings. The DataQ appeals are handled by the FMCSA state office. Traffic Crash DataQs are forwarding to the Michigan Criminal Justice Information Center for documentation and clarification as they process all traffic crash reports and inquiries.

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.**Update for FY 2025**

MSP-CVED has one lieutenant in charge of the DataQ process with a full time administrative technician to facilitate the day-to-day processing. The DataQ challenges are addressed as received and viewed on a case-by-case basis with content expert input from enforcement personnel including the officer who conducted the inspection and their supervisor. If a higher level review is requested, the review is forwarded to the Enforcement and Grants Section lieutenant for review and final decisions.

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

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

Part 2 Section 9 - New Entrant Safety Audits

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	521	642	653	698	1010
Intrastate	0	0	0	0	0
Total Audits	521	642	653	698	1010

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

Narrative Overview for FY 2024 - 2026

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website (NEWS)	
Date information retrieved from NEWS Dashboard to complete eCVSP	07/17/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	1272
Current Number of Past Dues	152

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)	64	0	64	0	64	0
# of Safety Audits (Offsite)	736	0	736	0	736	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	800	0	800	0	800	0
# of Non-Audit Resolutions	900	0	850	0	800	0

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

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

Update for FY 2025

In FY 2025, MSP-CVED will continue to conduct new entrant safety audits for Canadian domiciled motor carriers.

In FY 2023, the monthly trend analysis report supported increasing the new entrant safety audit commitment of 800. MSP-CVED met the goal in FY 2023. MSP-CVED is projected to meet the goal for FY 2024. During FY 2024 (as of 7/17/2024), MSP-CVED has reduced the overdue new entrant safety audits on new motor carriers by 45%. In FY 2025, MSP-CVED will complete 800 new entrant safety audits.

Historically, MSP-CVED removes an average of 47% of all new entrant motor carriers from the program. These motor carriers who go out-of-business prior to the completion of a new entrant safety audit.

In FY 2025, MSP-CVED will focused on reducing or eliminating the overdue new entrant motor carriers inventory. MSP-CVED will strive to remove new entrant motor carriers by completing new entrant safety audits or by the removal of out-of-business new entrant motor carriers utilizing the established process of removal. The removal process for out-of-business motor carriers is cumbersome and quite time consuming.

In FY 2025, MSP-CVED will not increase the number of new entrant safety audits. When appropriate, MSP-CVED will deploy overtime to conduct the projected new entrant safety audits. MSP-CVED will utilize motor carrier investigators to conduct new entrant safety audits when necessary to reduce our overdue new entrant safety audit inventory.

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.

Update for FY 2025

To achieve performance objectives, MSP-CVED currently utilizes five non-sworn civilian new entrant safety auditors to conduct new entrant safety audits. Motor carrier investigators will complete new entrant audits on a part-time basis. When prudent, MSP-CVED will utilize overtime to conduct new entrant safety audits on current and overdue motor carriers.

In FY 2025, MSP-CVED will attempt to redirect administrative staff within MSP-CVED to assist with the program administration.

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

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

MSP-CVED will report the following:

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

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

Part 2 Section 10 - Border Enforcement

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 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 sharing a land border with another country will conduct a border commercial motor vehicle safety program focusing on international commerce, including enforcement and related projects ([49 CFR 350.201](#)). If a State sharing a land border with another country declines to engage in border related activities, it will forfeit all border enforcement funds the State is eligible to receive.

Trend Analysis for 2018 - 2022

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

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

Inspection Types	2019	2020	2021	2022	2023
Level 1: Full	379	58	55	78	66
Level 2: Walk-Around	1093	584	343	476	726
Level 3: Driver-Only	1191	206	77	203	274
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	0	0	0	0	0
Level 6: Radioactive Materials	19	46	27	33	35
Total	2682	894	502	790	1101

Narrative Overview for FY 2024 - 2026

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

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

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

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

Check all objectives that apply (minimum of 1):

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

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

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

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

Projected Goals for FY 2024 - 2026

Summarize projected border enforcement activities in the table below.

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

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

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

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

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

The international borders are adjacent to Canada. The borders are in the following MSP-CVED Districts: 2nd, 3rd & 8th District(s).

Update for FY 2025

MSP-CVED continues to experience staffing shortages at our international border crossings. In FY 2025, MSP-CVED intends to increase staffing and increase our international border activities. In FY 2025 and beyond, with a 15% decrease in enforcement personnel, MSP-CVED will strive to maintain the 1,200 BEG inspection goal for FY 2024.

In FY 2026, when the Gordy Howe international bridge between Detroit and Windsor is complete, MSP-CVED will explore the possibility of an increased commitment. The bridge is scheduled for completion in fall of 2024.

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

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

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

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

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

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

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

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

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

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

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

Instructions:

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

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

Your State's FY 2023 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 100.00%

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/26/2024

Check this box if:

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

Part 3 Section 3 - Passenger Carrier Enforcement

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

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

Instructions:

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

Check this box if:

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

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.

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.

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	\$14,116,001.00	\$742,947.00	\$14,858,948.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,228,842.00
MOE Baseline:	\$3,083,837.50

Part 4 Section 2 - Personnel

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

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

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

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,228,842.00

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
Department Technician 10	1	100.0000	\$72,573.84	\$72,573.84	\$68,945.15	\$3,628.69	\$0.00
Accounting Technician	1	5.0000	\$64,928.24	\$3,246.41	\$3,084.09	\$162.32	\$0.00
Financial Analyst	1	28.0000	\$89,150.50	\$24,962.14	\$23,714.03	\$1,248.11	\$0.00
NEP Safety Auditors	5	100.0000	\$76,327.65	\$381,638.25	\$362,556.34	\$19,081.91	\$0.00
Motor Carrier Sergeants	24	15.0000	\$88,019.99	\$316,871.96	\$301,028.37	\$15,843.59	\$0.00
Motor Carrier HQ Sergeants	2	56.0000	\$88,172.72	\$98,753.44	\$93,815.77	\$4,937.67	\$0.00
Motor Carrier Officer Recruits	13	50.0000	\$34,878.48	\$226,710.12	\$215,374.61	\$11,335.51	\$0.00
Motor Carrier Lieutenants	2	85.0000	\$95,454.00	\$162,271.80	\$154,158.21	\$8,113.59	\$0.00
Accountant Manager	1	10.0000	\$113,405.76	\$11,340.57	\$10,773.54	\$567.03	\$0.00
Motor Carrier Officers	99	50.0000	\$76,122.59	\$3,768,068.20	\$3,579,664.79	\$188,403.41	\$1,864,077.00
Motor Carrier Investigators	10	50.0000	\$76,327.65	\$381,638.25	\$362,556.34	\$19,081.91	\$0.00
Motor Carrier Field Lieutenants 14	5	6.0000	\$100,230.39	\$30,069.11	\$28,565.65	\$1,503.46	\$0.00
Subtotal: Salary				\$5,478,144.09	\$5,204,236.89	\$273,907.20	\$1,864,077.00
Overtime Project Costs							
MCSAP Scheduled Crash Reduction OT	1	100.0000	\$174,960.00	\$174,960.00	\$166,212.00	\$8,748.00	\$0.00
NEP-Vehicle Safety Inspector Overtime	1	100.0000	\$92,192.00	\$92,192.00	\$87,582.40	\$4,609.60	\$0.00
BEG-Motor Carrier Officers-Scheduled Overtime	1	100.0000	\$82,013.00	\$82,013.00	\$77,912.35	\$4,100.65	\$0.00
MCSAP Scheduled Level I Inspection OT	1	100.0000	\$191,363.00	\$191,363.00	\$181,794.85	\$9,568.15	\$0.00
Motor Carrier Officers, Investigators, Sergeants-Incidental Overtime	1	100.0000	\$380,584.00	\$380,584.00	\$361,554.80	\$19,029.20	\$0.00
MCSAP HQ Sergeant Scheduled Inspection OT	1	100.0000	\$25,248.00	\$25,248.00	\$23,985.60	\$1,262.40	\$0.00
MCSAP HQ Lieutenant Scheduled Inspection OT	1	100.0000	\$6,804.00	\$6,804.00	\$6,463.80	\$340.20	\$0.00
Subtotal: Overtime				\$953,164.00	\$905,505.80	\$47,658.20	\$0.00
TOTAL: Personnel				\$6,431,308.09	\$6,109,742.69	\$321,565.40	\$1,864,077.00
Accounting Method:	Modified Accrual						

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

Updates for FY2025

MCSAP and BEG

MSP-CVED has 153 potential enforcement personnel and six administrative personnel who perform MCSAP eligible activities which can be charged to MCSAP. Enforcement personnel include motor carrier officers, motor carrier investigators, motor carrier sergeants, motor carrier specialist sergeants, motor carrier lieutenants, and motor carrier officer recruits. Administrative personnel include an accountant manager, financial analyst, accountant, accounting technician, department technician, and administrative assistant.

Personnel costs for 99 motor carrier officers are included in the budget. Motor carrier officers conduct NAS driver and vehicle inspections, traffic enforcement, and regulatory compliance. Motor carrier officer's time utilized on MCSAP eligible activities is documented on the officer daily. Salary costs for each motor carrier officer will be multiplied by the time each motor carrier officer utilizes conducting MCSAP activities as documented on the officer daily. Based on historical data, an average of 31.62% of the motor carrier officer's enforcement activities are MCSAP eligible.

Personnel costs for 10 motor carrier investigators are included in the budget. Motor carrier investigators conduct compliance reviews, new entrant safety audits, traffic enforcement, and regulatory compliance. Motor carrier investigator's actual time on MCSAP eligible activities are documented on the officer daily. Salary costs for each motor carrier investigator will be calculated by the time utilized to conduct MCSAP activities as documented on their officer daily. Based on historical data, an average of 95% of the motor carrier investigator's administrative and enforcement activities are MCSAP eligible.

Personnel costs for 24 field operations motor carrier sergeants are included in the budget. Field operations motor carrier sergeants provide oversight of enforcement activities of motor carrier officers, conduct NAS inspections and traffic enforcement. Motor carrier sergeants will track their actual time spent on MCSAP eligible activities on the officer daily. Salary costs for each sergeant will be calculated by the time spent on MCSAP activities as documented on their officer dailies. Based on historical data, an average of 18% of the motor carrier sergeant's administrative and enforcement activities are MCSAP eligible.

Personnel costs for 10 motor carrier lieutenants are included in the budget. MSP-CVED lieutenants conduct NAS driver and vehicle inspections and conduct traffic enforcement. Motor carrier lieutenants will document their time spent on MCSAP eligible activities using the automated officer daily program. Salary cost for each lieutenant will be calculated by the time spent on MCSAP activities as documented on the officer daily. Based on historical data, an average of 10% of the motor carrier lieutenant's administrative and enforcement activities are MCSAP eligible.

Personnel costs for two division headquarters motor carrier sergeants are included in the budget. These sergeants provide technical expertise in safety, hazardous materials transportation, and regulatory compliance. They also provide program oversight of motor carrier investigators and new entrant safety auditors while carrying out the compliance review program, new entrant safety audit program, and hazardous materials enforcement program. These sergeants review new entrant safety audits, compliance reviews, and provide training while administering the new entrant program. These motor carrier sergeants will document the time spent on MCSAP eligible activities utilizing a payroll activity reports (PARs). Salary costs for each sergeant will be calculated by the time spent on MCSAP activities as and documented on their PARs. Based on historical data, an average of 75% of the two sergeant's administrative and enforcement activities are MCSAP eligible.

Personnel costs for two division headquarters motor carrier lieutenants are included in the budget. One lieutenant is the division's grant administrator and provides oversight to the hazardous materials and investigative unit and dataQ program. The lieutenants duties include; oversight of the new entrant safety auditors, the SafetyNet inspection database, commercial motor vehicle crashes, DataQ challenges. The other motor carrier lieutenant will provide oversight for enforcement officer training to include; annual recertification training in-service, and motor carrier officer recruit schools. The motor carrier lieutenants will document their time spent on MCSAP eligible activities utilizing a PAR. Salary costs for each lieutenant will be calculated by the time spent on MCSAP activities as documented on their PARs. Based on historical data, an average of more than 80% of the both lieutenant's administrative and enforcement activities are MCSAP eligible.

Personnel costs for 13 motor carrier officer recruits are included in the budget. The motor carrier officer recruits will be trained to perform MCSAP enforcement activities. These motor carrier officer recruits undergo a twenty-week recruit school training program held at the Michigan State Police Training Academy. The 27th Motor Carrier Officer Recruit School began on August 4, 2024 and will conclude in December 2024. Upon motor carrier officer recruit school graduation, the probationary motor carrier officers will complete 17 weeks of field training while on probation. The probationary motor carrier officers will document time utilized for MCSAP activities on the officer daily. The personnel cost will be calculated based on the time documented on the officer daily specific to MCSAP activities. Based on historical data, the probationary motor carrier officers average 50% of their on MCSAP related activities.

Personnel costs for an accountant manager are included in the budget. The accountant manager is responsible for monitoring grant expenditures, assisting with grant budgets, attending grant meetings, coordinating of federal financial audits, assisting with calculating maintenance of effort, and supervising accounting staff. The accountant manager will document time utilized to facilitate MCSAP eligible activities through a PAR. Salary costs for the accountant manager will be calculated by the time spent on MCSAP activities as documented on a PAR. Based on historical data, 40% of the accountant managers time is MCSAP eligible.

Personnel costs for a financial analyst are included in the budget. The financial analyst is responsible for monitoring grant expenditures, completing grant budgets, and attending grant meetings. The financial analyst will document time spent on MCSAP eligible activities through a PAR. Salary costs for the financial analyst will be calculated by the time spent on MCSAP activities as documented on the PAR. Based on historical data, 40% of the financial analyst's time will is MCSAP eligible.

Personnel costs for an accountant are included in the budget. The accountant is responsible for preparing grant billings and financial reports, ensuring proper grant reimbursement, and tracking grant expenditures. The accountant will document time spent on MCSAP eligible activities on a PAR. Salary costs for the accountant will be calculated by the time spent on MCSAP activities as documented on the PAR. Based on historical data, 30% of the accountant's time is MCSAP eligible.

Personnel costs for an accounting technician are included in the budget. The accounting technician is responsible to processing employee travel vouchers, processing vendor payments, and overseeing the procurement card program. The accounting technician will document MCSAP eligible activities on a PAR. Salary costs for the accounting technician will be calculated by the time spent on MCSAP activities as documented on a PAR. Based on historical data, 5% of the accounting technician's time is MCSAP eligible.

Personnel costs for a department technician are included in the budget. The department technician is responsible for MCSAP eligible activities including SafetyNet software, importing/exporting inspections and crashes, and monitoring/responding to DataQs. All of the department technician's job duties and responsibilities are MCSAP related. 100% of the department technician's personnel costs will be

charged to MCSAP. The department technician's position description is the supporting documentation for charging 100% percent to MCSAP.

In FY 2025, the wages and benefits amount for each position classification includes the employees' base salary with a 5% cumulative raise and an annual longevity payment effective 10/1/2024. Salary amounts are established by position classification by the state of Michigan Civil Service Commission. Longevity is paid in amounts established by the state of Michigan Civil Service Commission rules.

Overtime includes scheduled and incidental overtime for motor carrier officers. The amount of incidental overtime is projected based on historical data.

In FY 2025, MSP-CVED will schedule 2,000 hours of MCSAP overtime for motor carrier officers to perform border enforcement grant NAS driver and vehicle inspections. The overtime will be utilized at Michigan's five international border crossings located across the second, third, and eighth MSP-CVED districts.

An additional 2,800 hours of MCSAP overtime will be utilized to conduct NAS level 1 inspections. The NAS level 1 inspection overtime will be allocated statewide. The NAS Level 1 inspections will be conducted at roadside rest areas (during check lanes operations), weighstations, and safety enforcement sites. MSP-CVED will also focus on enforcement operations on rural highways with lower volumes of CMV traffic to identify at risk drivers, vehicles, and motor carriers which typically don't travel through state weigh stations.

MSP-CVED also schedule 3,000 hours of MCSAP Crash Reduction Reduction overtime. The MCSAP Crash Reduction overtime will be utilized in areas identified by district commanding officers as high traffic crash corridors. The district commanding officers will utilize the MI-CAT system to conduct local analysis. Enforcement will be focused on the driver's of commercial motor vehicle (CMV)s as defined in 390.5 and commercial vehicles (CVs) as defined in 257.7.

Scheduled overtime will be worked by motor carrier officers outside regularly scheduled work periods. The goal is to identify unsafe drivers to reduce the number of CMVs involved in fatal crashes.

New Entrant Program (NEP)

MSP-CVED will have five civilian non-sworn new entrant safety auditors and ten motor carrier investigators who conduct new entrant safety audits to facilitate the NEP.

The five new entrant safety auditors work full-time performing new entrant safety audits. The new entrant safety auditors program activities will be documented on the officer daily. The justification for 100% of salary costs being charged to NEP is provided in the vehicle safety inspector/new entrant safety auditor's position description.

The ten motor carrier investigators conduct new entrant safety audits as a part of their duties. The motor carrier investigator's NEP activities and related time will be documented on the officer daily. Salary costs for each motor carrier investigator will be calculated by the time spent on NEP activities. Based on historical data, 2% of the motor carrier investigator's activities are NEP eligible.

NEP overtime includes incidental overtime for new entrant safety auditors and motor carrier investigators performing new entrant safety audits. The NEP will budget 800 hours of incidental and scheduled overtime.

Maintain of Effort (MOE)

MOE Personnel consists of salary and overtime costs of motor carrier officers related to time spent on MCSAP eligible activities not paid for with federal grant funds or related state match funds. MCSAP eligible activities include vehicle and driver inspections, traffic enforcement, and traffic crash reduction activities. In addition to the \$1,708,595.00 in Personnel MOE expenditures, there are \$155,482 in Indirect MOE expenditures.

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

Fringe costs method: Actual Fringe Rate

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Scheduled Crash Reduction OT	42.0900	100.0000	\$174,960.00	\$73,640.66	\$69,958.63	\$3,682.03	\$0.00
Motor Carrier Officers, Investigators, Sergeants-Incidental Overtime Retirement	42.0900	50.0000	\$380,584.17	\$80,093.93	\$76,089.23	\$4,004.70	\$0.00
Motor Carrier Investigators	69.0000	50.0000	\$534,294.00	\$184,331.43	\$175,114.86	\$9,216.57	\$0.00
Motor Carrier Sergeants	74.8000	15.0000	\$1,936,440.00	\$217,268.56	\$206,405.13	\$10,863.43	\$0.00
MCSAP Scheduled Level I Inspection Overtime Retirement	42.0900	100.0000	\$191,363.00	\$80,544.68	\$76,517.45	\$4,027.23	\$0.00
Motor Carrier HQ Sergeants	78.8000	56.0000	\$264,518.00	\$116,726.50	\$110,890.18	\$5,836.32	\$0.00
Motor Carrier Field Lieutenants 14 Retirement	60.0000	6.0000	\$501,152.00	\$18,041.47	\$17,139.40	\$902.07	\$0.00
MCSAP HQ Sergeant Scheduled Inspection OT Retirement	42.0700	56.0000	\$25,248.00	\$5,948.22	\$5,650.81	\$297.41	\$0.00
MCSAP HQ Lieutenant Scheduled Inspection OT Retirement	42.8900	85.0000	\$27,216.00	\$9,922.00	\$9,425.90	\$496.10	\$0.00
Accounting Technician	83.0000	5.0000	\$64,928.00	\$2,694.51	\$2,559.78	\$134.73	\$0.00
Financial Analyst	46.0000	28.0000	\$89,151.00	\$11,482.64	\$10,908.51	\$574.13	\$0.00
Accountant Manager	43.0000	10.0000	\$113,406.00	\$4,876.45	\$4,632.63	\$243.82	\$0.00
Motor Carrier Officers	76.2900	50.0000	\$7,307,769.00	\$2,787,548.48	\$2,648,171.06	\$139,377.42	\$1,719,984.00
Motor Carrier Officer Recruits	37.9800	50.0000	\$871,962.00	\$165,585.58	\$157,306.30	\$8,279.28	\$0.00
Motor Carrier Lieutenants	60.0000	5.0000	\$501,152.00	\$15,034.56	\$14,282.83	\$751.73	\$0.00
Department Technician	43.0000	100.0000	\$72,574.00	\$31,206.82	\$29,646.48	\$1,560.34	\$0.00
NEP - Vehicle Safety Inspector Overtime Retirement	42.1900	100.0000	\$64,838.00	\$27,355.15	\$25,987.39	\$1,367.76	\$0.00
NEP - Vehicle Safety Inspector	49.3400	100.0000	\$364,335.00	\$179,762.88	\$170,774.73	\$8,988.15	\$0.00
NEP - Motor Carrier Investigator	49.4000	2.0000	\$797,327.00	\$7,877.59	\$7,483.71	\$393.88	\$0.00
BEG -Motor Carrier Officers-Scheduled Overtime Retirement	42.0900	100.0000	\$31,081.00	\$13,081.99	\$12,427.89	\$654.10	\$0.00
TOTAL: Fringe Benefits				\$4,033,024.10	\$3,831,372.90	\$201,651.20	\$1,719,984.00

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

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

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

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

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

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

Employee Classification	Retirement	Insurance	Cleaning	Total Benefits
	%	%	%	

%

Motor Carrier Officers E10	50.00%	26.00%	0.79%	76.79%
Motor Carrier Investigators 11	69.00%	18.00%	0.69%	87.69%
Motor Carrier Sergeants 13	50.00%	24.00%	0.80%	74.80%
Motor Carrier HQ Segeants 13	50.00%	24.00%	0.80%	74.80%
Motor Carrier Officer Recruits 9	16.65%	15.50%	5.83%	37.98%
Motor Carrier HQ Lieutenants 14	50.00%	19.00%	0.83%	69.83%
Motor Carrier Field Lieutenants 14	50.00%	19.00%	0.83%	69.83%
Accountant Manager 14	43.00%	17.00%	0.00%	60.00%
Accountant 12	46.00%	9.00%	0.00%	55.00%
Financial Anaylst 12	46.00%	9.00%	0.00%	55.00%
Accounting Technician 9	49.00%	34.00%	0.00%	83.00%
Secretary 9	0.00%	35.25%	0.00%	35.25%
Department Technician 10	43.00%	20.00%	0.00%	63.00%
NEP - Vehicle Safety Inspector	44.00%	33.00%	0.00%	77.00%
NEP - Motor Carrier Investigator	43.00%	33.00%	0.76%	76.76%

MOE

MOE Fringe Benefits consist of related fringe benefits to salary and overtime costs of motor carrier officers conducting MCSAP eligible activities not paid for with federal grant funds or related state match funds. Fringe benefit costs include motor carrier officer retirement, insurance, and dry cleaning allowances. In addition to the \$1,576,521 in Fringes MOE expenditures, there are \$143,463 in Indirect MOE expenditures.

Part 4 Section 4 - Travel

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

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

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

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
General Hazmat Training	15	5	100.0000	\$2,946.00	\$2,798.70	\$147.30	\$0.00
MSP HazMat Center Highway Cargo Tank Specialty Travel	2	3	100.0000	\$216.00	\$205.20	\$10.80	\$0.00
25th Retread Advanced III Training Travel	12	7	50.0000	\$3,720.00	\$3,534.00	\$186.00	\$0.00
Enforcement In Service Training Travel	153	2	48.0200	\$8,152.00	\$7,744.40	\$407.60	\$0.00
Investigator and Safety Auditor Training/Meetings	18	2	100.0000	\$3,500.00	\$3,325.00	\$175.00	\$0.00
26th Recruit School Retread Training Travel	12	7	50.0000	\$2,170.00	\$2,061.50	\$108.50	\$0.00
Routine Travel	121	260	65.0000	\$65,611.45	\$62,330.88	\$3,280.57	\$0.00
COHMED Conference Travel	5	7	100.0000	\$15,548.00	\$14,770.60	\$777.40	\$0.00
Spring CVSA Annual Conference Workshop Travel	10	7	100.0000	\$19,167.00	\$18,208.65	\$958.35	\$0.00
North American Inspectors Championship Travel	2	7	100.0000	\$4,827.00	\$4,585.65	\$241.35	\$0.00
Fall CVSA Annual Conference and Exhibition Travel	10	7	100.0000	\$40,387.00	\$38,367.65	\$2,019.35	\$0.00
Roadside CVSA Instructor Recert	7	5	100.0000	\$5,966.00	\$5,667.70	\$298.30	\$0.00
MCSAP Grant Planning Meeting/ ITD-PRISM Workshop Travel	3	4	100.0000	\$8,379.93	\$7,960.95	\$418.98	\$0.00
Level VI Certification Training Travel	2	5	100.0000	\$4,968.00	\$4,719.60	\$248.40	\$0.00
Level VI Instructor Training Travel	1	5	100.0000	\$2,433.00	\$2,311.35	\$121.65	\$0.00
Cargo tank Haz Mat	20	5	100.0000	\$50,000.00	\$47,500.00	\$2,500.00	\$0.00
27th MCORS MSP Academy	13	84	100.0000	\$132,428.58	\$125,807.15	\$6,621.43	\$0.00
27th MCORS Field	13	84	100.0000	\$26,136.00	\$24,829.20	\$1,306.80	\$0.00
Investigative Safety Analysis New Investigator	1	12	100.0000	\$6,767.00	\$6,428.65	\$338.35	\$0.00
Instructor Development Course	1	12	100.0000	\$6,767.00	\$6,428.65	\$338.35	\$0.00
CVSA Data Management Quality and FMCSA Training Systems	2	7	100.0000	\$3,749.85	\$3,562.36	\$187.49	\$0.00
TOTAL: Travel				\$413,839.81	\$393,147.84	\$20,691.97	\$0.00

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

Updates for 2025 highlighted in yellow

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

The travel cost calculation is as follows: We get our estimates from first what city the training will be in and use the state approved travel rates based on how many people are going and how many nights they will be staying and budget it out that way. We will refer to the prior year for things such as how much it may have cost someone who used an Uber or cab how much they spent on that mode of transportation.

Out of State Conferences & Training

Conference travel includes meals, lodging, airfare, and other transportation costs associated with attendance at the Spring CVSA conference workshop, Fall CVSA conference, COHMED conference, NAIC Inspector's Challenge, IFTA/IRP Manager's and Law Enforcement workshop, Mandatory FMCSA instructor recertification training, FMCSA data management training, MCSAP grant planning/Prism ITD workshop.

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

CVSA Workshop and Conference - (10) Attendance at the CVSA workshop and conference allows state personnel to participate in committees, exchange information with other states, interact with FMCSA staff, CVSA staff, and the transportation industry. Members bring back information and training to enable MCSAP personnel to stay up-to-date and consistent with CVSA operational policy and the out-of-service criteria.

The following MSP-CVED members will attend the CVSA spring workshop and the CVSA fall conference:

1. Division Commander Represents Michigan at Region III meetings
2. Assistant Division Commander - Alternate voting member for Division Commander, Enforcement Modernization Committee

Additional Region III Voting Members by Committee:

3. State Support Section Representative - Region III voting member, Information Systems Committee
4. Grants and Enforcement Section Representative - MCSAP, Policy & Regulatory Affairs
5. Lieutenant, Chairperson of Trucker Against Trafficking, Vice President Region III
6. Sergeant, Vehicle Committee, Chairperson cargo securement Region III voting member
7. Sergeant, Investigations, New Entrant Program Region III voting member
8. Sergeant, Region III voting member Driver, Traffic committee
9. Sergeant, Hazmat Program Manager - Hazardous Materials/Level VI
10. Motor Carrier Officer, Training Committee, Size and Weight committee

COHMED - (5) 1 unit sergeant and 4 of the level VI investigators for mandatory training. The Cooperative Hazardous Materials Enforcement Development (COHMED) Program provides the advanced hazardous materials (hazmat) and dangerous goods (DG) training that regulatory and enforcement officers need. This training goes significantly beyond basic hazardous materials training officers receive for certification purposes. An annual COHMED Conference is held every spring to provide an opportunity to foster coordination, cooperation and communication between industry and federal, state and local agencies with regulatory and enforcement responsibility for the safe transportation of hazmat/DG. Many jurisdictions send their hazardous materials specialists and/or instructors to the annual COHMED Conference to receive specialized training. COHMED conference is also the perfect environment to receive the annual updated Level VI training.

North American Inspector Championship (NAIC) - (2) two participants for the NAIC. It is a CVSA sponsored event which allows vehicle inspectors to compete against each other and jurisdictions from across North America. During the week, competitors receive training on the latest commercial motor vehicle safety trends, technologies, standards, and inspection procedures. Competitors are afforded the chance to share insights, ideas, techniques, and experiences with other inspectors. Competitors bring back information, materials, and training to the state, so it can be shared with all enforcement members.

FMCSA mandatory instructor Training - (7) seven MSP-CVED currently has 7 FMCSA/NTC certified NAS driver and vehicle inspector instructors for Part A and Part B who are required to attend annual recertification training. The training is three days long.

FMCSA Data Management - (2) MSP-CVED personnel will attend, the section lieutenant and DataQ coordinator. The annual training is three days long.

MCSAP grant planning/Prism ITD workshop - (3) MSP-CVED personnel will attend, the MCSAP grant coordinator, financial manager, and financial analyst. The training is 3 days long.

HM Related Enhancement Training - (3) MSP-CVED will send two motor carrier investigators to the HM Level VI certification training and one motor carrier investigator to the Level VI Instructor Training.

In State Training

In FY 2025 in-state MCSAP training anticipated.

MSP-CVED expects to host an NTC Cargo tank training. The training will be held at the MSP training academy. 20 motor carrier officers will attend the five-day certification training. Travel will include lodging, meals, and potentially mileage.

MSP-CVED expects to host an NTC General HM training course. The training will be held at the MSP training academy. 15 motor carrier officers will attend the five-day certification training. Travel will include lodging, meals, and potentially mileage.

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

MSP-CVED will conduct the 27th Motor Carrier Officer Recruit School beginning in August of 2024 and ending in December of 2024. Recruit school travel costs included in the budget are only for the grant period beginning October 1, 2024 through September 30, 2025 and include the cost of lodging and meals for motor officer recruits and temporary recruit school staff. Upon graduation, the total school travel costs are calculated with 50% of probationary officers time projected to spent conducting MCSAP activities.

Mandatory advanced officer training (for the probationary officers of the 25th and 26th MCORS) associated travel costs include the lodging and meals of the officer recruits and motor carrier officer training staff. The advanced officer training includes General Hazardous Materials, Hazardous Materials Cargo Tank, Drug Interdiction Assistance Program training, Advanced Drive Track training, and other associated advanced officer safety tactics training. Actual travel costs incurred will be calculated by the MCSAP activity percentage derived from the officer daily system.

A mandatory MSP-CVED in-service training will be conducted for a total of 153 CVED personnel. The in-service training is anticipated to be a two-day training to be held in the districts. On-line training will also be held in addition to the two day training.

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

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

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

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

Routine travel costs are for routine travel related to 87 motor carrier officers, 10 motor carrier investigators, and 24 motor carrier sergeants attending meetings, mandatory and annual recertification training, and enforcement travel for conducting inspections during specialize truck enforcement team operations, compliance reviews, and enhanced patrol activities.

NEP - The NEP vehicle safety inspectors will incur a minimal amount of travel related to attending mandatory training, district training, and while performing new entrant safety audits. New entrant safety auditors MCSAP travel will be accounted for and charged appropriately.

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
TOTAL: Equipment				\$0.00	\$0.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

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

Part 4 Section 6 - Supplies

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

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
27th Recruit School Training Supplies	1 Training	\$7,424.00	50.0000	\$3,712.00	\$3,526.40	\$185.60	\$0.00
Speed measurement devices - Radars	3 Per Item	\$2,795.00	50.0000	\$4,192.50	\$3,982.88	\$209.62	\$0.00
Speed measurement devices - Lidars	5 Per Item	\$2,195.00	50.0000	\$5,487.50	\$5,213.12	\$274.38	\$0.00
Office Supplies (NEP included)	1 Year	\$62,643.00	50.0000	\$31,321.50	\$29,755.42	\$1,566.08	\$0.00
Enforcement Supplies	1 Year	\$76,982.00	50.0000	\$38,491.00	\$36,566.45	\$1,924.55	\$0.00
Uniforms	1 Year	\$77,175.00	50.0000	\$38,587.50	\$36,658.12	\$1,929.38	\$0.00
TOTAL: Supplies				\$121,792.00	\$115,702.39	\$6,089.61	\$0.00

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

Recruit school supplies are supplies related to training and outfitting new motor carrier officer recruits. Supplies include uniforms, fatigues, leather and web gear for the recruits. Supplies also include enforcement training tools, tasers, and other supplies. Based on historical data, the recruits are projected to spend approximately 50% of their time on MCSAP activities after academy graduation. Therefore, recruit supply costs included in the budget are also based on 50% of the total cost.

Uniforms and related supplies are required for enforcement members performing MCSAP activities. Enforcement members are sworn law enforcement officers required to wear fatigue uniforms while on road patrol and formal uniforms for court and professional meetings. Uniform items also include boots, hats, coats, rain gear, web gear, gloves and the embroidery and sewing of patches onto the uniforms. Projected amounts are based on historical expenditures for uniforms.

General office supplies are required for enforcement members performing MCSAP activities. Office supplies include supplies needed at various CVED HQ, weigh stations, and MSP post locations throughout the state. General office supplies include items such as copier paper, thermal paper for the vehicle printers, toner, pens, pencils, flags, keyboards and associated equipment, facemasks and brooms. Projected amounts are based on historical office supply expenditures.

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

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

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

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

Required NEP supplies for full-time new entrant safety auditors conducting NEP activities are included in the Office Supply table item. NEP office supplies include supplies needed at the new entrant safety auditor's office located within a MSP posts. NEP office supplies will be accounted for separate from other supplies. Projected amounts are based on historical supply expenditures.

Part 4 Section 7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award (2 CFR §200.1 Definitions). All contracts issued under a Federal award must comply with the procurement standards described in 2 CFR §200.317, 2 CFR §200.318, and Appendix II to Part 200.

Note: Contracts are separate and distinct from subawards; see 2 CFR §200.331 for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract (2 CFR §200.1 Definitions and 2 CFR §200.331).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency (2 CFR §200.1 Definitions).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate ‘unknown’ in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as “contractual services” with no description will not be considered meeting the requirement for completing this section.

The Unique Entity Identifier (UEI) is the non-proprietary identifier that replaced the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Iteris, Inc.	Z475JYLWFCK8	Contract	100.0000	\$88,930.71	\$84,484.55	\$4,446.16	\$0.00
Description of Services: CVIEW-Plus Software Maintenance & Hosting							
Iteris, Inc.	Z475JYLWFCK8	Contract	100.0000	\$33,235.00	\$31,573.25	\$1,661.75	\$0.00
Description of Services: inSPECT Software Maintenance							
TOTAL: Contractual and Subaward				\$122,165.71	\$116,057.80	\$6,107.91	\$0.00

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

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

In fiscal year 2016, MSP-CVED implemented CVIEW-Plus and inSPECT software purchased from Iteris.

In fiscal year 2025, MSP-CVED will be required to pay Iteris a \$54,159 maintenance & hosting fee for CVIEW-Plus and a \$33,235 software maintenance fee for inSPECT.

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

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

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Salaries, Wages and Fringe (SWF)	15.40	\$10,430,363.23	\$1,606,275.93	\$1,525,962.13	\$80,313.80
TOTAL: Indirect Costs			\$1,606,275.93	\$1,525,962.13	\$80,313.80

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
IFTA/IRP Managers and Law Enforcement Workshop Registration Fees	2 Attendees	\$600.00	100.0000	\$1,200.00	\$1,140.00	\$60.00	\$0.00
COHMED Conference Registration Fees	5 Attendees	\$850.00	100.0000	\$4,250.00	\$4,037.50	\$212.50	\$0.00
Spring CVSA Workshop Registration Fees	10 Attendees	\$850.00	100.0000	\$8,500.00	\$8,075.00	\$425.00	\$0.00
Fall CVSA Annual Conference and Exhibition	10 Attendees	\$850.00	100.0000	\$8,500.00	\$8,075.00	\$425.00	\$0.00
CVSA Data Management, Quality & FMCSA Systems Training Registration Fees	2 attendees	\$900.00	100.0000	\$1,800.00	\$1,710.00	\$90.00	\$0.00
NEP - Fleet	1 Annual	\$30,000.00	100.0000	\$30,000.00	\$28,500.00	\$1,500.00	\$0.00
CVSA Decals	4000 Decals	\$5.00	100.0000	\$20,000.00	\$19,000.00	\$1,000.00	\$0.00
NEP-DTMB TELECOM	1 Inspectors	\$400.00	100.0000	\$400.00	\$380.00	\$20.00	\$0.00
Fleet-patrol vehicles	149 Patrol Vehicles	\$23,239.77	40.5000	\$1,402,403.92	\$1,332,283.74	\$70,120.18	\$0.00
CVSA Membership Dues	1 Annual Fees	\$36,000.00	100.0000	\$36,000.00	\$34,200.00	\$1,800.00	\$0.00
HELP, Inc. Membership Dues	1 Annual Fees	\$7,500.00	100.0000	\$7,500.00	\$7,125.00	\$375.00	\$0.00
MSP HazMat Center Highway Cargo Tank Specialty Registration	2 Attendees	\$560.00	100.0000	\$1,120.00	\$1,064.00	\$56.00	\$0.00
25th Retread Advanced I Training Room Rental	1 Training	\$3,720.00	65.0000	\$2,418.00	\$2,297.10	\$120.90	\$0.00
Enforcement In Service Training Room Rental Costs	1 Training	\$640.00	48.0200	\$307.32	\$291.95	\$15.37	\$0.00
Investigator and Safety Auditor Training/Meetings Room Rental Cost	2 Training	\$330.00	100.0000	\$660.00	\$627.00	\$33.00	\$0.00

27th Recruit School Temp Staff Fleet Costs	1 Training	\$77,425.86	50.0000	\$38,712.93	\$36,777.28	\$1,935.65	\$0.00
27th Recruit School Purchased Services	1 Training	\$317,520.88	50.0000	\$158,760.44	\$150,822.42	\$7,938.02	\$0.00
27th Recruit School Training Rental Room Costs	1 Training	\$35,200.00	50.0000	\$17,600.00	\$16,720.00	\$880.00	\$0.00
BEG-Motor Carrier Officers-Scheduled Overtime-Fleet	1500 Fleet Cost Per OT Hr	\$5.79	100.0000	\$8,685.00	\$8,250.75	\$434.25	\$0.00
MCSAP-Motor Carrier Officers-Scheduled Overtime-Fleet	6700 Fleet Cost per OT Hr	\$7.24	100.0000	\$48,508.00	\$46,082.60	\$2,425.40	\$0.00
NEP OFFICE AUTOMATION	1 Annual Fee	\$6,000.00	100.0000	\$6,000.00	\$5,700.00	\$300.00	\$0.00
MCSAP Verizon	1 Year	\$600.00	100.0000	\$600.00	\$570.00	\$30.00	\$0.00
Purchased Services	1 Annual	\$103,750.40	65.0000	\$67,437.76	\$64,065.87	\$3,371.89	\$0.00
State Building Rent	1 Annual	\$28,677.44	65.0000	\$18,640.33	\$17,708.31	\$932.02	\$0.00
HAAS Alert Notification System	149 each	\$769.63	65.0000	\$74,538.66	\$70,811.73	\$3,726.93	\$0.00
MCSAP DTMB TELECOM	1	\$1,000.00	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
MCSAP OFFICE AUTOMATION	1	\$80,000.00	100.0000	\$80,000.00	\$76,000.00	\$4,000.00	\$0.00
NEP VERIZON	1	\$3,000.00	100.0000	\$3,000.00	\$2,850.00	\$150.00	\$0.00
MCSAP MILEAGE	1	\$62,000.00	100.0000	\$62,000.00	\$58,900.00	\$3,100.00	\$0.00
MCSAP MAILING AND POSTAGE	1	\$500.00	100.0000	\$500.00	\$475.00	\$25.00	\$0.00
MCSAP RICHO COPIER	1	\$500.00	100.0000	\$500.00	\$475.00	\$25.00	\$0.00
BEG MILEAGE	1	\$19,000.00	100.0000	\$19,000.00	\$18,050.00	\$950.00	\$0.00
TOTAL: Other Costs				\$2,130,542.36	\$2,024,015.25	\$106,527.11	\$0.00

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

Indirect Costs

MSP-CVED has approval from its cognizant agency, the US Department of Homeland Security, to use a provisional indirect cost rate of 12.2% of personnel and fringe benefits for the 2024 fiscal year. MSP-CVED is awaiting approval from its cognizant agency, the US Department of Homeland Security, to use a provisional indirect cost rate of that has not been approved at the time of this application of personnel and fringe benefits for the 2025 fiscal year.

Indirect costs include the indirect costs of the Michigan State Police (MSP) and the state of Michigan's Statewide Cost Allocation Plan (SWCAP). Examples of MSP indirect costs include MSP accounting budgeting, executive direction, purchasing, and internal audit

functions. Examples of SWCAP costs include the state of Michigan's Department of Technology Management and Budget accounting, budgeting, purchasing and Michigan's Department of Treasury warrant processing and receipt processing functions.

Update date for FY 2025

Other Costs

CVSA annual membership dues are for MSP-CVED's Level V membership in CVSA. The dues are the actual amount that will be charged and will cover the period of October 1, 2024 through September 30, 2025. The dues will be accounted for and directly charged to MCSAP.

HELP, Inc. annual member dues are for MSP-CVED's Public Jurisdiction assessment from HELP, Inc. The dues are the actual amount that will be charged and will cover the period of October 1, 2024 through September 30, 2025. The dues will be accounted for and directly charged to MCSAP.

HAAS Alert Notification System Annual Subscription. This subscription was purchased in FY 2023 and the equipment will be installed in all CVED Patrol vehicles during FY 2024. HAAS alert is designed and used to ensure officer safety and to reduce traffic crashes. By alerting motorist of police action ahead they have enough time to slow down and prepare for the slowed traffic ahead. HAAS Alert costs will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

MSP-CVED anticipates issuing 4,000 CVSA inspection decals at a cost of \$5.00 per decal. Actual decal costs will be accounted for and directly charged to MCSAP.

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

Facility rental fees for the 25th and 26th MCORS advanced officer training (Hazardous Materials Cargo Tank), enforcement personnel in-service training, MSP HM Training Center - Highway Cargo Tank Specialty training, and motor carrier investigator and new entrant safety auditors training are included in the budget.

Facility rental fees for the 25th MCORS advanced officer training will be charged 50% to MCSAP. The facility rental fees for the MSP HM Center Highway Cargo Tank Specialty training, and motor carrier investigator and new entrant safety auditor training will be charged 100% to MCSAP. The facility rental fee for the MSP-CVED enforcement personnel in-service training will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

The budget includes costs for recruit school training staff, fleet, purchased services, and facility training room rental fees. The motor carrier officer recruit school purchases services include uniform alteration services and health related testing services. The motor carrier officer recruit school facility training room rental fees include rentals of MSP Training Academy conference rooms, gymnasium, training tank, drive track, firearms range, and graduation facilities. Based on historical data, after graduation the motor carrier recruits are projected to spend approximately 50% of their enforcement time on MCSAP activities. Therefore, recruit school training costs included in the budget are based on 50% of the total cost.

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

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

In FY 2025, MSP-CVED is expecting a large increase in fleet costs as it relates to fuel costs.

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

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

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

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

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

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

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$14,116,001.00	\$742,947.00	\$14,858,948.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,228,842.00
MOE Baseline:	\$3,083,837.50

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Department Technician 10	\$68,945.15	\$3,628.69	\$72,573.84	\$0.00
Accounting Technician	\$3,084.09	\$162.32	\$3,246.41	\$0.00
Financial Analyst	\$23,714.03	\$1,248.11	\$24,962.14	\$0.00
NEP Safety Auditors	\$362,556.34	\$19,081.91	\$381,638.25	\$0.00
Motor Carrier Sergeants	\$301,028.37	\$15,843.59	\$316,871.96	\$0.00
Motor Carrier HQ Sergeants	\$93,815.77	\$4,937.67	\$98,753.44	\$0.00
Motor Carrier Officer Recruits	\$215,374.61	\$11,335.51	\$226,710.12	\$0.00
Motor Carrier Lieutenants	\$154,158.21	\$8,113.59	\$162,271.80	\$0.00
Accountant Manager	\$10,773.54	\$567.03	\$11,340.57	\$0.00
Motor Carrier Officers	\$3,579,664.79	\$188,403.41	\$3,768,068.20	\$1,864,077.00
Motor Carrier Investigators	\$362,556.34	\$19,081.91	\$381,638.25	\$0.00
Motor Carrier Field Lieutenants 14	\$28,565.65	\$1,503.46	\$30,069.11	\$0.00
Salary Subtotal	\$5,204,236.89	\$273,907.20	\$5,478,144.09	\$1,864,077.00
MCSAP Scheduled Crash Reduction OT	\$166,212.00	\$8,748.00	\$174,960.00	\$0.00
NEP-Vehicle Safety Inspector Overtime	\$87,582.40	\$4,609.60	\$92,192.00	\$0.00
BEG-Motor Carrier Officers-Scheduled Overtime	\$77,912.35	\$4,100.65	\$82,013.00	\$0.00
MCSAP Scheduled Level I Inspection OT	\$181,794.85	\$9,568.15	\$191,363.00	\$0.00
Motor Carrier Officers, Investigators, Sergeants-Incidental Overtime	\$361,554.80	\$19,029.20	\$380,584.00	\$0.00
MCSAP HQ Sergeant Scheduled Inspection OT	\$23,985.60	\$1,262.40	\$25,248.00	\$0.00
MCSAP HQ Lieutenant Scheduled Inspection OT	\$6,463.80	\$340.20	\$6,804.00	\$0.00
Overtime subtotal	\$905,505.80	\$47,658.20	\$953,164.00	\$0.00
Personnel total	\$6,109,742.69	\$321,565.40	\$6,431,308.09	\$1,864,077.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Scheduled Crash Reduction OT	\$69,958.63	\$3,682.03	\$73,640.66	\$0.00
Motor Carrier Officers, Investigators, Sergeants-Incidental Overtime Retirement	\$76,089.23	\$4,004.70	\$80,093.93	\$0.00
Motor Carrier Investigators	\$175,114.86	\$9,216.57	\$184,331.43	\$0.00
Motor Carrier Sergeants	\$206,405.13	\$10,863.43	\$217,268.56	\$0.00
MCSAP Scheduled Level I Inspection Overtime Retirement	\$76,517.45	\$4,027.23	\$80,544.68	\$0.00
Motor Carrier HQ Sergeants	\$110,890.18	\$5,836.32	\$116,726.50	\$0.00
Motor Carrier Field Lieutenants 14 Retirement	\$17,139.40	\$902.07	\$18,041.47	\$0.00
MCSAP HQ Sergeant Scheduled Inspection OT Retirement	\$5,650.81	\$297.41	\$5,948.22	\$0.00
MCSAP HQ Lieutenant Scheduled Inspection OT Retirement	\$9,425.90	\$496.10	\$9,922.00	\$0.00
Accounting Technician	\$2,559.78	\$134.73	\$2,694.51	\$0.00
Financial Analyst	\$10,908.51	\$574.13	\$11,482.64	\$0.00
Accountant Manager	\$4,632.63	\$243.82	\$4,876.45	\$0.00
Motor Carrier Officers	\$2,648,171.06	\$139,377.42	\$2,787,548.48	\$1,719,984.00
Motor Carrier Officer Recruits	\$157,306.30	\$8,279.28	\$165,585.58	\$0.00
Motor Carrier Lieutenants	\$14,282.83	\$751.73	\$15,034.56	\$0.00
Department Technician	\$29,646.48	\$1,560.34	\$31,206.82	\$0.00
NEP - Vehicle Safety Inspector Overtime Retirement	\$25,987.39	\$1,367.76	\$27,355.15	\$0.00
NEP - Vehicle Safety Inspector	\$170,774.73	\$8,988.15	\$179,762.88	\$0.00
NEP - Motor Carrier Investigator	\$7,483.71	\$393.88	\$7,877.59	\$0.00
BEG -Motor Carrier Officers-Scheduled Overtime Retirement	\$12,427.89	\$654.10	\$13,081.99	\$0.00
Fringe Benefits total	\$3,831,372.90	\$201,651.20	\$4,033,024.10	\$1,719,984.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
General Hazmat Training	\$2,798.70	\$147.30	\$2,946.00	\$0.00
MSP HazMat Center Highway Cargo Tank Specialty Travel	\$205.20	\$10.80	\$216.00	\$0.00
25th Retread Advanced III Training Travel	\$3,534.00	\$186.00	\$3,720.00	\$0.00
Enforcement In Service Training Travel	\$7,744.40	\$407.60	\$8,152.00	\$0.00
Investigator and Safety Auditor Training/Meetings	\$3,325.00	\$175.00	\$3,500.00	\$0.00
26th Recruit School Retread Training Travel	\$2,061.50	\$108.50	\$2,170.00	\$0.00
Routine Travel	\$62,330.88	\$3,280.57	\$65,611.45	\$0.00
COHMED Conference Travel	\$14,770.60	\$777.40	\$15,548.00	\$0.00
Spring CVSA Annual Conference Workshop Travel	\$18,208.65	\$958.35	\$19,167.00	\$0.00
North American Inspectors Championship Travel	\$4,585.65	\$241.35	\$4,827.00	\$0.00
Fall CVSA Annual Conference and Exhibition Travel	\$38,367.65	\$2,019.35	\$40,387.00	\$0.00
Roadside CVSA Instructor Recert	\$5,667.70	\$298.30	\$5,966.00	\$0.00
MCSAP Grant Planning Meeting/ ITD-PRISM Workshop Travel	\$7,960.95	\$418.98	\$8,379.93	\$0.00
Level VI Certification Training Travel	\$4,719.60	\$248.40	\$4,968.00	\$0.00
Level VI Instructor Training Travel	\$2,311.35	\$121.65	\$2,433.00	\$0.00
Cargo tank Haz Mat	\$47,500.00	\$2,500.00	\$50,000.00	\$0.00
27th MCORS MSP Academy	\$125,807.15	\$6,621.43	\$132,428.58	\$0.00
27th MCORS Field	\$24,829.20	\$1,306.80	\$26,136.00	\$0.00
Investigative Safety Analysis New Investigator	\$6,428.65	\$338.35	\$6,767.00	\$0.00
Instructor Development Course	\$6,428.65	\$338.35	\$6,767.00	\$0.00
CVSA Data Management Quality and FMCSA Training Systems	\$3,562.36	\$187.49	\$3,749.85	\$0.00
Travel total	\$393,147.84	\$20,691.97	\$413,839.81	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Equipment total	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
27th Recruit School Training Supplies	\$3,526.40	\$185.60	\$3,712.00	\$0.00
Speed measurement devices - Radars	\$3,982.88	\$209.62	\$4,192.50	\$0.00
Speed measurement devices - Lidars	\$5,213.12	\$274.38	\$5,487.50	\$0.00
Office Supplies (NEP included)	\$29,755.42	\$1,566.08	\$31,321.50	\$0.00
Enforcement Supplies	\$36,566.45	\$1,924.55	\$38,491.00	\$0.00
Uniforms	\$36,658.12	\$1,929.38	\$38,587.50	\$0.00
Supplies total	\$115,702.39	\$6,089.61	\$121,792.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Iteris, Inc.	\$84,484.55	\$4,446.16	\$88,930.71	\$0.00
Iteris, Inc.	\$31,573.25	\$1,661.75	\$33,235.00	\$0.00
Contractual and Subaward total	\$116,057.80	\$6,107.91	\$122,165.71	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
IFTA/IRP Managers and Law Enforcement Workshop Registration Fees	\$1,140.00	\$60.00	\$1,200.00	\$0.00
COHMED Conference Registration Fees	\$4,037.50	\$212.50	\$4,250.00	\$0.00
Spring CVSA Workshop Registration Fees	\$8,075.00	\$425.00	\$8,500.00	\$0.00
Fall CVSA Annual Conference and Exhibition	\$8,075.00	\$425.00	\$8,500.00	\$0.00
CVSA Data Management, Quality & FMCSA Systems Training Registration Fees	\$1,710.00	\$90.00	\$1,800.00	\$0.00
NEP - Fleet	\$28,500.00	\$1,500.00	\$30,000.00	\$0.00
CVSA Decals	\$19,000.00	\$1,000.00	\$20,000.00	\$0.00
NEP-DTMB TELECOM	\$380.00	\$20.00	\$400.00	\$0.00
Fleet-patrol vehicles	\$1,332,283.74	\$70,120.18	\$1,402,403.92	\$0.00
CVSA Membership Dues	\$34,200.00	\$1,800.00	\$36,000.00	\$0.00
HELP, Inc. Membership Dues	\$7,125.00	\$375.00	\$7,500.00	\$0.00
MSP HazMat Center Highway Cargo Tank Specialty Registration	\$1,064.00	\$56.00	\$1,120.00	\$0.00
25th Retread Advanced I Training Room Rental	\$2,297.10	\$120.90	\$2,418.00	\$0.00
Enforcement In Service Training Room Rental Costs	\$291.95	\$15.37	\$307.32	\$0.00
Investigator and Safety Auditor Training/Meetings Room Rental Cost	\$627.00	\$33.00	\$660.00	\$0.00
27th Recruit School Temp Staff Fleet Costs	\$36,777.28	\$1,935.65	\$38,712.93	\$0.00
27th Recruit School Purchased Services	\$150,822.42	\$7,938.02	\$158,760.44	\$0.00
27th Recruit School Training Rental Room Costs	\$16,720.00	\$880.00	\$17,600.00	\$0.00
BEG-Motor Carrier Officers-Scheduled Overtime-Fleet	\$8,250.75	\$434.25	\$8,685.00	\$0.00
MCSAP-Motor Carrier Officers-Scheduled Overtime-Fleet	\$46,082.60	\$2,425.40	\$48,508.00	\$0.00
NEP OFFICE AUTOMATION	\$5,700.00	\$300.00	\$6,000.00	\$0.00
MCSAP Verizon	\$570.00	\$30.00	\$600.00	\$0.00
Purchased Services	\$64,065.87	\$3,371.89	\$67,437.76	\$0.00
State Building Rent	\$17,708.31	\$932.02	\$18,640.33	\$0.00
HAAS Alert Notification System	\$70,811.73	\$3,726.93	\$74,538.66	\$0.00
MCSAP DTMB TELECOM	\$950.00	\$50.00	\$1,000.00	\$0.00
MCSAP OFFICE AUTOMATION	\$76,000.00	\$4,000.00	\$80,000.00	\$0.00
NEP VERIZON	\$2,850.00	\$150.00	\$3,000.00	\$0.00
MCSAP MILEAGE	\$58,900.00	\$3,100.00	\$62,000.00	\$0.00
MCSAP MAILING AND POSTAGE	\$475.00	\$25.00	\$500.00	\$0.00
MCSAP RICH COPIER	\$475.00	\$25.00	\$500.00	\$0.00
BEG MILEAGE	\$18,050.00	\$950.00	\$19,000.00	\$0.00
Other Costs total	\$2,024,015.25	\$106,527.11	\$2,130,542.36	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$12,590,038.87	\$662,633.20	\$13,252,672.07	\$3,584,061.00
Indirect Costs	\$1,525,962.13	\$80,313.80	\$1,606,275.93	NA
Total Costs Budgeted	\$14,116,001.00	\$742,947.00	\$14,858,948.00	\$3,584,061.00

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$14,116,001.00	\$742,947.00	\$14,858,948.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,228,842.00
MOE Baseline:	\$3,083,837.50

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$5,204,236.89	\$273,907.20	\$5,478,144.09	\$1,864,077.00
;;;Overtime Subtotal	\$905,505.80	\$47,658.20	\$953,164.00	\$0.00
Personnel Total	\$6,109,742.69	\$321,565.40	\$6,431,308.09	\$1,864,077.00
Fringe Benefits Total	\$3,831,372.90	\$201,651.20	\$4,033,024.10	\$1,719,984.00
Travel Total	\$393,147.84	\$20,691.97	\$413,839.81	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$115,702.39	\$6,089.61	\$121,792.00	\$0.00
Contractual and Subaward Total	\$116,057.80	\$6,107.91	\$122,165.71	\$0.00
Other Costs Total	\$2,024,015.25	\$106,527.11	\$2,130,542.36	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$12,590,038.87	\$662,633.20	\$13,252,672.07	\$3,584,061.00
Indirect Costs	\$1,525,962.13	\$80,313.80	\$1,606,275.93	NA
Total Costs Budgeted	\$14,116,001.00	\$742,947.00	\$14,858,948.00	\$3,584,061.00

Part 5 - Certifications and Documents**Part 5 Section 1 - Overview**

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

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

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

Part 5 Section 2 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Patrick H. Morris
2. What is this person's title? MSP CVED, Acting Commander
3. Who is your Governor's highway safety representative? Inspector Patrick H. Morris
4. What is this person's title? MSP CVED, Acting Commander

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

- Yes
- Yes, uploaded certification document
- No

State Certification declaration:

I, Patrick H. Morris, MSP CVED, Acting Commander, on behalf of the State of MICHIGAN, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

Part 5 Section 3 - Annual Review of Laws, Regulations, Policies and Compatibility Certification
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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? Patrick H. Morris
2. What is the title of your certifying State official? CVED, Acting Commander
3. What are the phone # and email address of your State official? 810-701-0569 and MorrisP6@michigan.gov

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

- Yes
- Yes, uploaded certification document
- No

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

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

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

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

FY25 MCSAP PAYROLL - MCO's at 60%

Employee Classification	# of Staff	MCSAP % (from OD & PARs)	PERSONNEL										BENEFITS									
			Work Year	FY25 Pay Rate Hourly	Lump Sum Hourly Rate	FY25 Pay Rate		Hourly Rate	Hourly Rate	Hourly Rate	100%-Total Annual Pay (Per Person)	95%-Fed Annual Pay	5%-State Annual Pay	100%-Total (all staff)	95%-Fed	5%-State	FY25 Ave Ret %	FY25 Ave Ins %	FY25 Ave Cleaning %	FY25 Total Benefits %	100%-Total	95%-Fed
Motor Carrier Officers E10	96	50.00%	2,080	\$36.45	\$0.00	\$316	\$0.15	\$36.60	\$76,122.59	\$72,316	\$3,806	\$3,653,884.34	\$3,471,190.13	\$182,694.22	50.00%	26.00%	0.79%	76.79%	\$2,805,705.30	\$2,665,420.03	\$140,285.26	7,307,769
Motor Carrier Investigators 11	7	90.00%	2,080	\$36.45	\$0.00	\$521	\$0.25	\$36.70	\$76,327.65	\$72,511	\$3,816	\$480,864.24	\$456,821.03	\$24,043.21	69.00%	18.00%	0.69%	87.69%	\$421,693.99	\$400,609.29	\$21,084.70	534,294
Motor Carrier Sergeants 13	22	15.00%	2,080	\$42.08	\$0.00	\$485	\$0.23	\$42.32	\$88,019.99	\$83,619	\$4,401	\$290,465.96	\$275,942.66	\$14,523.30	50.00%	24.00%	0.80%	74.80%	\$217,279.00	\$206,415.05	\$10,863.95	1,936,440
Motor Carrier HQ Sergeants 13	3	56.00%	2,080	\$42.08	\$0.00	\$638	\$0.31	\$42.39	\$88,172.72	\$83,764	\$4,409	\$148,130.17	\$140,723.66	\$7,406.51	50.00%	24.00%	0.80%	74.80%	\$110,804.67	\$105,264.43	\$5,540.23	264,518
Motor Carrier Officer Recruits 9	18	50.00%	2,080	\$16.77	\$0.00	\$0	\$0.00	\$16.77	\$34,878.48	\$33,135	\$1,744	\$313,906.37	\$298,211.05	\$15,695.32	16.65%	15.50%	5.83%	37.98%	\$119,218.31	\$113,257.39	\$5,960.92	627,813
Motor Carrier HQ Lieutenants 14	2	85.00%	2,080	\$47.81	\$0.00	\$1,040	\$0.50	\$48.31	\$100,477.52	\$95,454	\$5,024	\$170,811.78	\$162,271.19	\$8,540.59	50.00%	19.00%	0.83%	69.83%	\$119,274.58	\$113,310.85	\$5,963.73	200,955
Motor Carrier Field Lieutenants 14	5	5.00%	2,080	\$47.81	\$0.00	\$793	\$0.38	\$48.19	\$100,230.39	\$95,219	\$5,012	\$25,057.60	\$23,804.72	\$1,252.88	43.00%	17.00%	0.00%	60.00%	\$15,031.27	\$14,279.71	\$751.56	501,152
Department Technician 10	1	100.00%	2,080	\$34.66	\$0.00	\$480	\$0.23	\$34.89	\$72,573.84	\$68,945	\$3,629	\$72,573.84	\$68,945.15	\$3,628.69	43.00%	20.00%	0.00%	63.00%	\$45,720.50	\$43,434.47	\$2,286.02	72,574
Accounting Technician 9	1	5.00%	2,080	\$31.09	\$0.00	\$260	\$0.13	\$31.22	\$64,928.24	\$61,682	\$3,246	\$3,246.41	\$3,084.09	\$162.32	49.00%	34.00%	0.00%	83.00%	\$2,694.69	\$2,559.96	\$134.73	64,928
Secretary 9	1	0.00%	2,080	\$31.26	\$0.00	\$0	\$0.00	\$31.26	\$65,017.68	\$61,767	\$3,251	(\$0.01)	(\$0.01)	(\$0.00)	0.00%	35.25%	0.00%	35.25%	\$0.96	\$0.91	\$0.05	65,018
Financial Analyst 12	1	28.00%	2,080	\$42.63	\$0.00	\$480	\$0.23	\$42.86	\$89,150.50	\$84,693	\$4,458	\$24,962.14	\$23,714.03	\$1,248.11	46.00%	9.00%	0.00%	55.00%	\$13,729.01	\$13,042.56	\$686.45	89,151
Accountant 12	1	0.00%	2,080	\$42.63	\$0.00	\$0	\$0.00	\$42.63	\$88,670.40	\$84,237	\$4,434	\$0.00	\$0.00	\$0.00	46.00%	9.00%	0.00%	55.00%	(\$0.16)	(\$0.15)	(\$0.01)	88,670
Accountant Manager 14	1	10.00%	2,080	\$54.02	\$0.00	\$1,040	\$0.50	\$54.52	\$113,405.76	\$107,735	\$5,670	\$11,340.58	\$10,773.55	\$567.03	43.00%	17.00%	0.00%	60.00%	\$6,805.84	\$6,465.54	\$340.29	113,406
TOTAL	159											\$5,195,243.43	\$4,415,956.91	\$779,286.51					\$3,877,958	\$3,296,264.25	\$581,693.69	

w/o Sec and Acct \$5,195,243.44 \$4,415,956.92 \$779,286.52

\$3,877,957 \$3,296,263 \$581,694

NEP

VSI	5	100.00%	2,080	\$34.58	\$0.00	\$2,355	\$1.13	\$35.71	\$74,281.40	\$70,567	\$3,714	\$371,407.00	\$352,836.65	\$18,570.35	49.34%	35.04%	0.00%	84.38%	\$313,392.21	\$297,722.60	\$15,669.61	371,407
Motor Carrier Investigators 11	2	10.00%	2,080	\$36.45	\$0.00	\$562	\$0.27	\$36.72	\$76,368.64	\$72,550	\$3,818	\$15,273.77	\$14,510.08	\$763.69	49.40%	24.88%	0.67%	74.95%	\$11,471.83	\$10,898.24	\$573.59	152,737

PROJECTED 2024 MCSAP GRANT OT

	<u>OT</u>	<u>Retirement</u>	<u>Total</u>	<u>Indirect</u>	<u>Other-Fleet</u>	<u>Total</u>
Scheduled BORDER OT	\$82,013	\$34,519	\$116,532	\$14,217	\$10,922	\$141,671
Scheduled LEVEL I MCSAP OT	\$191,363	\$80,544	\$271,907	\$33,173	\$25,352	\$330,432
Scheduled MCSAP Crash Reduction OT	\$174,960	\$73,641	\$248,601	\$30,329	\$23,179	\$302,109
Scheduled HQ LT & Sgt OT	\$25,248	\$10,622	\$35,870	\$4,376	\$2,955	\$43,201
Incidental OT	\$323,319	\$136,080	\$459,398	\$56,047	\$2,955	\$518,400
Total OT	\$796,902	\$335,406	\$1,132,307	\$138,142	\$65,365	\$1,335,814

OT Column goes on eCVSP Personnel
 Retirement Column goes on eCVSP Retirement
 Fleet Column goes on eCVSP Other

MICHIGAN STATE POLICE - COMMERCIAL VEHICLE ENFORCEMENT DIVISION

FY25 NEP GRANT BUDGET

Updated 8/1/24

Cost Category	Total Grant Costs
Personnel:	
<i>Full-time Safety Auditors</i>	\$359,632
<i>Motor Carrier Investigators</i>	\$14,385.28
<i>Overtime</i>	\$64,838
Total Personnel	\$438,855
Fringe Benefits:	
<i>Full-time Safety Auditors</i>	\$159,303
<i>Motor Carrier Investigators</i>	\$6,097
<i>Overtime Retirement</i>	\$27,355
Total Fringe Benefits	\$192,754
Indirect Costs:	
<i>12.2% of Personnel and Fringe Benefit Costs</i>	\$77,056.32
Total Indirect Costs	\$77,056
Travel:	
<i>Safety Audit Travel Expenses</i>	\$2,000
Total Travel	\$2,000
Supplies:	
<i>Office Supplies</i>	\$3,000
Total Supplies	\$3,000
Other Expenses:	
<i>Fleet</i>	\$25,000
<i>Telecommunications</i>	\$5,500
<i>Printing & Postage</i>	\$0
<i>Dept of Information Technology Charges</i>	\$5,665
Total Other Expenses	\$36,165
Total Grant Funds Needed	\$749,830

Sum of Financial Minutes

LastFirst	400	600	700
BURTON, GERALDINE		3300.00	
HAYNES, DAVID	1680.00	5460.00	210.00
Keller, Christopher	1556.00	10110.00	2420.00
LARSEN, CHAD			
Pascoe, Steven	105.00	1800.00	515.00
ROBERTS, RICHARD		3780.00	
Szczepanski, Douglas	300.00	5640.00	90.00
Grand Total	3641.00	30090.00	3235.00

Total 200,300 and 400

3300.00

7350.00

14086.00

0.00

2420.00

3780.00

6030.00

0.00
0.00
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0.00

MCSAP

0%

23%

11%

0%

4%

0%

5%

43%

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0.93
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STATE AND LOCAL GOVERNMENT RATE AGREEMENT

EIN: 38-6000134
ORGANIZATION:
Michigan Department of State Police
333 S. Grand Ave.
PO Box 30634
Lansing, MI 48909

Date: 05/17/2024
FILING REF.: The preceding
agreement was dated
12/04/2023

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)
	<u>EFFECTIVE PERIOD</u>				
<u>TYPE</u>	<u>FROM</u>	<u>TO</u>	<u>RATE(%)</u>	<u>LOCATION</u>	<u>APPLICABLE TO</u>
FIXED	10/01/2023	09/30/2024	12.20	All	All Programs
FIXED	10/01/2024	09/30/2025	15.40	All	All Programs
PROV.	10/01/2025	09/30/2027	15.40	All	All Programs

*BASE

Direct salaries and wages including all fringe benefits.

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.

Fringe Benefits –

FICA

Retirement

Group Health Insurance

Worker's Compensation

This rate is not applicable to pass-through funds.

Your next proposal based on actual costs for the fiscal year ending September 30, 2024 is due to FEMA by March 31, 2025.

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.

This Rate Agreement is issued in accordance with the Customer Service Agreement (CSA) between DHHS/CAS and DHS/FEMA.

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:

Michigan Department of State Police

(INSTITUTION)

(SIGNATURE)

Amanda J. Baker

(NAME)

Director, Budget, Financial, and Facilities

(TITLE)

8/5/24

(DATE)

ON BEHALF OF THE GOVERNMENT:

DEPARTMENT OF HEALTH AND HUMAN SERVICES

(AGENCY)

Darryl W. Mayes -S

(SIGNATURE)

Darryl W. Mayes

(NAME)

Deputy Director, Cost Allocation Services

(TITLE)

05/17/2024

(DATE)

HHS REPRESENTATIVE: Pamela Page

TELEPHONE: (212) 264-2069