

eCVSP

PENNSYLVANIA

Commercial Vehicle Safety Plan

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

Fiscal Years 2025 - 2027

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 2025 - 2027)
- Part 2: Crash Reduction and National Program Elements (FY 2025 - 2027)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2025 - 2027)
- 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**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.*

It is the mission of the Pennsylvania State Police (PSP) to promote commercial motor vehicle (CMV) safety through a strategy of education, regulatory oversight, and enforcement to reduce truck and bus crashes on our highways.

PSP has been designated as the MCSAP Lead Agency by the Governor. The goal of PSP is to reduce CMV-involved accidents, fatalities, and injuries through sustained roadside inspections, enforcement activity, public outreach, and educational presentations.

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

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

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

The Motor Carrier Safety Assistance Program (MCSAP) in Pennsylvania is largely comprised of personnel from the PSP, however, PSP is aided by the enforcement efforts of the Pennsylvania Public Utility Commission (PUC) and select municipal departments.

A total of 645 certified inspectors perform MCSAP roadside inspections. PSP inspectors are funded through the Basic MCSAP Grant. PUC and municipal agencies are unfunded.

PSP serves as the Lead Agency and has a total of 386 personnel involved in the MCSAP Program.

Lieutenant – 1

Enlisted Troopers, Corporals, Sergeants – 329

Motor Carrier Enforcement Program Administrator – 3

Motor Carrier Enforcement Specialists – 6

Motor Carrier Enforcement Supervisors – 8

Motor Carrier Enforcement Officer/Motor Carrier Enforcement Officer Trainee– 31 * (Does not include authorized vacant position).

Program Analyst – 3

Administrative Assistant 1 – 1* (Does not include authorized vacant position).

Clerical Assistant 2 – 3

IT Generalist 1 – 1

Sixteen individuals (Two Motor Carrier Enforcement Program Administrators, one Motor Carrier Enforcement Supervisor, six Motor Carrier Enforcement Specialists, three Program Analysts, one Administrative Assistant, and three Clerical Assistants) administer the MCSAP program from the Commercial Vehicle Safety Division which includes Data Q’s, crash reports, certification of inspection reports, financial management, quarterly voucher documentation, vehicle and equipment inventory, supplies for field personnel, and information technology support.

Through a multi-step approach, the PSP will be taking over the New Entrant Safety Audit (NESA) Program and removing the PUC as a subgrantee. As part of this transition, PSP created the Audits Section within the Commercial Vehicle Safety Division. Twenty-one individuals in this section (One Motor Carrier Enforcement Program Administrator, four Motor Carrier Enforcement Supervisors, two Motor Carrier Enforcement Officers and fourteen Motor Carrier Enforcement Officer Trainees) will conduct New Entrant Safety Audits, Compliance Reviews, and required reporting. Once fully staffed, the Audit Section will have 24 Motor Carrier Enforcement Officers/Trainees.

The PUC has 32 and municipal police departments have 235 certified MCSAP Inspectors. The annual certification period for all MCSAP inspectors in Pennsylvania is based on a calendar year (January 1 – December 31), and as a condition of maintaining certification, each inspector must attend a minimum of 16 hours of annual refresher training which is conducted by PSP staff. The PSP and PUC each conduct update training conferences that range from three to five days.

Part 1 Section 4 - MCSAP Structure

Instructions:

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

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

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

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

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

Lead Agency Information	
Agency Name:	PENNSYLVANIA STATE POLICE
Enter total number of personnel participating in MCSAP activities	386
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	378
Traffic Enforcement Activities	330
Investigations*	21
Public Education and Awareness	87
Data Collection and Reporting	14
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Non-funded Agency Information	
Total number of agencies:	169
Total # of MCSAP Participating Personnel:	267

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 2025 - 2027 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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

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

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

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

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

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

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

Part 2 Section 2 - CMV Crash Reduction

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

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

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

Trend Analysis for 2019 - 2023

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: Other

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

FY19-FY21 -Crash Rate VMT. FY 22-FY 23 = Total Number of Fatalities

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2022	09/30/2023	184	150	184
10/01/2021	09/30/2022	209	153	209
10/01/2020	09/30/2021	156	6.80	8.24
10/01/2019	09/30/2020	132	6.94	7.09
10/01/2018	09/30/2019	159	7.08	7.54

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: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
 The crash reduction goals were combined (Large Truck and Bus) and not written as two separate goals

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2022	09/30/2023	11		
10/01/2021	09/30/2022	15		
10/01/2020	09/30/2021	4		
10/01/2019	09/30/2020	15		
10/01/2018	09/30/2019	14		

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: N/A

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

No specific reduction goals contained in CVSP's

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2022	09/30/2023	4		
10/01/2021	09/30/2022	6		
10/01/2020	09/30/2021	5		
10/01/2019	09/30/2020	2		
10/01/2018	09/30/2019	5		

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

All CMV Crashes and Motorcoach/Passenger Carrier Crashes: FY 19 - FY 23 - FMCSA MCMIS data snapshot as of 06/07/2024 (Activity Dashboard). Hazardous Materials (HM) Fatalities: FY 19 - FY 23 - FMCSA MCMIS data snapshot as of 06/07/2024 - Hazardous Materials Report

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

All CMV Crashes:

FY 19 - Crash Rate Goal - 7.08 Number of fatal and non-fatal crashes involving large trucks and buses (7,842) divided by VMT in millions (1040) = 7.54. While our crash rate increased and the goal was not met, the number of fatalities were still reduced by four over FY 18.

FY 20 - Crash Rate Goal - 6.94 Number of fatal and non-fatal crashes involving large trucks and buses (6,447) divided by VMT in millions (909) = 7.09. While our crash rate decreased from FY 19 to FY 20 and the goal was not met, the number of fatalities were reduced by 27 over FY 19.

FY 21 - Crash Rate Goal - 6.80 Number of fatal and non-fatal crashes involving large trucks and buses (7,648) divided by VMT in millions (928) = 8.24. The crash rate increased from FY 20 to FY 21 and the goal was not met and this was due to an increase in the number of vehicles on our highways as the COVID-19 public health emergency and associated lock downs ended.

FY 22 – Crash Reduction Goal – 153 fatalities or fewer – The number of fatalities as a result of large truck and bus crashes was 209. During FY 22, the goal was not met as we saw a significant increase in the number of crashes and fatalities as the economy stabilized after the COVID-19 public health emergency ended.

FY 23 - Crash Reduction Goal – 150 fatalities or fewer – The number of fatalities as a result of large truck and bus crashes was 184. While the fatalities goal was not met, the number of fatalities decreased in FY 23 by 12% over FY 22.

Motorcoach/Passenger Carrier Crashes:

FY 19 - FY 23 - The crash reduction goals were combined (Large Truck and Bus) and not written as two separate crash reduction goals.

Hazardous Materials (HM) Crash Involving HM Release/Spill:

Although no identified hazmat transportation reduction goals have been established for the years FY 19 - FY 23, we will continue to conduct statewide Safe Transportation of Placarded Substances (S.T.O.P.S.) operations and participate in CVSA Hazardous Materials operations in FY 25 - FY 27.

Narrative Overview for FY 2025 - 2027**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.

Pennsylvania is listed as one of the Top 10 States for Fatal Large Truck and/or Bus Crashes in the nation as evidenced by the FY 25 Planning Memorandum. During FY 21- FY 23, Pennsylvania experienced an increase in CMV crashes and fatalities. This is due to an increase in the number of vehicles on our highways as the COVID-19 public health emergency and associated lock downs ended.

Over the next 3 years, Pennsylvania’s goal will be to reduce the number of fatalities as a result of Large Truck and Bus Crashes by 2% per year. To accomplish the goal, Pennsylvania will continue high visibility traffic enforcement details, roadside inspections, and focus on high crash counties and interstates. We will monitor progress towards the goals through quarterly reporting. Crash data from MCMIS will be utilized to ensure goals are met.

Pennsylvania will base its overall crash reduction goal (large truck and bus) on a Federal Fiscal Year to correlate with the distribution of funding each year.

Pennsylvania's average number of fatalities as a result of a CMV crash (Large Truck and Bus) for FY 21 through FY 23 is 183.

FY	Fatalities	Fatal Crashes	Non-Fatal Crashes
FY 23	184	160	7,744
FY 22	209	185	7,925
FY 21	156	143	7,505
	Average = 183	Average = 163	Average = 7,725

Enter the data source and capture date:

National Emphasis Area - Fatal CMV Crash Reduction - FY 25 Planning Memorandum dated April 26, 2024. FMCSA MCMIS data snapshot as of 06/07/2024 (Activity Dashboard). FY 21- FY 23 - Baseline Data - A & I MCSAP Activity Dashboard - FMCSA MCMIS as of 06/07/2024.

Projected Goal for FY 2025 - 2027:

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
2025	2
2026	2
2027	2

Pennsylvania will engage in various MCSAP activities, including but not limited to, driver vehicle inspections, traffic enforcement efforts (with and without inspection), work zone speed safety cameras, compliance reviews, new entrant safety audits, and education and outreach programs to reduce the number of fatalities as a result of fatal large truck and bus crashes. Pennsylvania is committed to further decreasing the number of fatalities as a result of fatal large truck and bus crashes. Pennsylvania intends to reduce the number of fatalities as a result of large truck and bus crashes by 2% per year in FY 25 - FY 27 as outlined below. Baseline Average of 183 Fatalities (FY 21 through FY 23). FY 25 – 183 – 2% decrease in Fatalities = Goal – 179 Fatalities or Fewer. FY 26 – 179 – 2% decrease in Fatalities = Goal – 175 Fatalities or Fewer. FY 27 – 175 – 2% decrease in Fatalities = Goal – 171 Fatalities or Fewer. It should be noted that a baseline was developed by taking the average number of fatalities in large truck and bus crashes for FY 21 - FY 23. This was due to the inaccuracy of data caused by the COVID-19 national public health emergency, associated lockdowns, driving patterns, and driving behaviors that changed significantly. With the reopening of the economy and telework employees returning to work, Pennsylvania saw a peak in the number of Fatalities and Non-Fatal crashes during FY 22.

Program Activities for FY 2025 - 2027: 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.

Human Trafficking Awareness Initiative - Annually, Pennsylvania will participate in this week-long initiative organized by CVSA to promote a greater awareness of human trafficking by educating commercial motor vehicle drivers during commercial motor vehicle inspections.

Work Zone Speed Safety Camera (WZSSC) - In addition to the Department WZSSC, troops will continue to focus on smaller work zones within their area as needed with monthly CMV T.E.A.M. operations funding.

During all statewide operations, troops use crash data from our Records Management System (RMS) to conduct inspections on State Highways, Interstate Highways, and Rural Roads within their troops.

Pennsylvania continues to receive funding from the Pennsylvania Department of Environmental Protection to conduct waste hauler vehicle inspections as part of the Waste Hauler Inspection Program and Roving Rural Roads Details operation. In the past, there has been an average of 8,000 inspections conducted per year.

CMV Seatbelt And Fatigue Enforcement (S.A.F.E.) Driver - Annually, conduct at least six statewide CMV S.A.F.E. Driver initiatives to target unsafe driver behaviors such as hours of service violations, qualification of driver and seat belt usage.

CMV Focusing on Cellular User Safety (F.O.C.U.S.) - Annually, conduct at least two statewide CMV F.O.C.U.S. initiatives to target drivers using cell phones while operating a CMV.

CMV Traffic Enforcement And MCSAP (T.E.A.M.) - Annually, conduct monthly statewide CMV T.E.A.M. initiatives to focus enforcement on identifying moving violations which often contribute to CMV crashes. Review of statewide crash causation factors received from Pennsylvania Department of Transportation (PennDOT) revealed the top five causation factors as: Driving too fast for conditions; Improper driving actions; Careless passing or lane change; Improper or careless turn; and Distracted driving.

Brake Safety - Annually, Pennsylvania will participate in two statewide operations. These announced and unannounced brake safety inspections are organized by CVSA at designated times during the year.

International Roadcheck - Annually, Pennsylvania MCSAP agencies will participate in operation Roadcheck. This 72-hour around the clock CVSA operation usually occurs in May/June and focuses on removing unsafe CMV drivers, vehicles, and motor carriers from the roadways.

Operation Code Refrigerated Enforcement Detail (R.E.D.) - Annually, conduct at least two initiatives. The purpose of this detail is to focus roadside MCSAP enforcement on those commercial vehicles which transport perishable foods.

Commercial Motor Vehicle (CMV) Safe Transportation of Placarded Substances (S.T.O.P.S.) - Annually, conduct at least two initiatives. These initiatives will focus roadside inspections on commercial motor vehicles that transport hazardous materials.

Top High Crash Counties (Specific Troops) - Annually, conduct at least ten targeted traffic enforcement saturation patrols both with and without inspections in an attempt to modify CMV driver behaviors.

Passenger/Motorcoach Transportation Details - Annually, conduct at least five passenger/motorcoach inspection details in select troops throughout the Commonwealth. In addition, Pennsylvania will participate in national and regional strike force activities.

High-Crash Interstate Operations - Annually, conduct monthly targeted traffic enforcement saturation patrols both with and without inspections in an attempt to modify driver behavior for CMVs on the identified interstate (I-78). I-78 high-crash area consists of two troops. PSP will dedicate a minimum of 20 OT hours per troop involved. Level 3 only inspections will be conducted. In addition to RT utilized by CVE Teams in this high-crash area, it is estimated an additional 40 inspections per monthly detail.

High Visibility Enforcement - Annually, conduct at least two enforcement saturations patrols with and without inspections in an attempt to modify driver behavior and reduce fatal crashes. These interstates will be identified using crash data where a high incidence of fatal crashes are noted.

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.

Our progress in reducing the number of fatalities as a result of large truck and bus crashes will be monitored monthly by using the A & I – MCSAP Activity Dashboard – Crash Reduction Report.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2025 - 2027. 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 2019 - 2023

Inspection Types	2019	2020	2021	2022	2023
Level 1: Full	28304	23557	25895	22414	24236
Level 2: Walk-Around	32086	24512	25663	26652	27734
Level 3: Driver-Only	46411	38745	35663	38001	41925
Level 4: Special Inspections	43	38	28	29	39
Level 5: Vehicle-Only	715	797	937	515	383
Level 6: Radioactive Materials	20	18	12	20	21
Total	107579	87667	88198	87631	94338

Narrative Overview for FY 2025 - 2027

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.

TraCS and Safespect

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.

Pennsylvania's roadside inspection program is largely comprised of inspectors employed by the PSP. Currently, PSP employs 54 personnel that perform roadside inspections on a full-time basis. These inspectors are grouped into Commercial Vehicle Enforcement (CVE) Teams that work at various locations within their assigned areas of coverage (generally two or more counties). Work assignments are approved by a supervisor within the troop. Locations include weigh station/rest areas along interstates and other rural roads, as well as other mobile inspection locations where MCSAP inspection efforts would be beneficial due to unique circumstances. These circumstances include, but are not limited to, unique terrain areas such as hazardous grades, areas where CMV crashes are occurring, and high volumes of CMV traffic and/or complaints are occurring, PSP enlisted are also required to conduct a roadside inspection on any CMV which is subject of a probable cause traffic stop.

These efforts are supplemented by 324 PSP Troopers, Program Administrators and Motor Carrier Specialists who perform roadside inspections on a part-time basis. These officers generally conduct their inspections during various statewide or troop-level MCSAP details.

Currently, of the 330 PSP Troopers, 87 conduct Level III driver-only inspections to specifically target moving violations. Additionally, the efforts of the PSP are supported by 32 MCSAP certified personnel in the PUC along with 237 certified personnel employed by municipal police agencies.

To monitor program effectiveness and consistency, the state is continually evaluating the performance of MCSAP personnel by conducting quality control reviews of MCSAP reports. These quality control reviews ensure proper reporting of violations, enforcement actions and application of the out of service criteria. Further, by reviewing these inspection reports in combination with PSP personnel time records, we can monitor the effectiveness of the officer's performance. Identified deficiencies are addressed through troop-level supervisors and during annual update training.

Electronic Record of Duty Status (eRODS) – Pennsylvania continues to provide Web Rods and eRODS training as part of new inspector certification classes. Additionally, the use of Web Rods and eRODS is emphasized at MCSAP Updates annually. All MCSAP Inspectors have internet capability on their vehicle computers. PSP intends to offer an eRODS class annually for inspectors.

Pennsylvania continues to provide training regarding Drug and Alcohol Clearing House (DACH) as part of new inspector certification classes. All MCSAP Inspectors are signed up for a portal account and are required to check the Drug and Alcohol Clearing House.

Projected Goals for FY 2025 - 2027

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2025 - 2027. 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: PENNSYLVANIA STATE POLICE

Enter the total number of certified personnel in the Lead agency: 378

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	13941	1920	1527	17388	25.01%
Level 2: Walk-Around	20166	377	1375	21918	31.53%
Level 3: Driver-Only	29157	419	195	29771	42.83%
Level 4: Special Inspections	24	1	4	29	0.04%
Level 5: Vehicle-Only	95	2	290	387	0.56%
Level 6: Radioactive Materials	0	18	0	18	0.03%
Sub-Total Lead Agency	63383	2737	3391	69511	

MCSAP subrecipient agency

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

Subrecipient is:

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

Projected Goals for FY 2025 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Subrecipients	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	169
Enter the total number of non-funded certified officers:	267
Enter the total number of inspections projected for FY 2025:	17610

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: PENNSYLVANIA STATE POLICE					
# certified personnel: 378					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 169					
# certified personnel: 267					
# projected inspections: 17610					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	13941	1920	1527	17388	25.01%
Level 2: Walk-Around	20166	377	1375	21918	31.53%
Level 3: Driver-Only	29157	419	195	29771	42.83%
Level 4: Special Inspections	24	1	4	29	0.04%
Level 5: Vehicle-Only	95	2	290	387	0.56%
Level 6: Radioactive Materials	0	18	0	18	0.03%
Total MCSAP Lead Agency & Subrecipients	63383	2737	3391	69511	

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

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

Projected Goals for FY 2026 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	72987	0	17610	90597
Enter total number of certified personnel	382	0	264	646
Projected Goals for FY 2027 Roadside Inspections				
Enter total number of projected inspections	76636	0	17610	94246
Enter total number of certified personnel	382	0	264	646

Part 2 Section 4 - Investigations

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

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

Trend Analysis for 2019 - 2023

Investigative Types - Interstate	2019	2020	2021	2022	2023
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	0	0	0	0	0
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2019	2020	2021	2022	2023
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	3	25	17	0	11
CSA On-Site Focused/Focused CR	34	26	54	30	26
CSA On-Site Comprehensive	46	14	12	49	43
Total Investigations	83	65	83	79	80
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2025 - 2027

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 2025 - 2027

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2025 - 2027.

Projected Goals for FY 2025 - 2027 - Investigations						
Investigation Type	FY 2025		FY 2026		FY 2027	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	10	0	26
CSA On-Site Focused/Focused CR	0	0	0	20	0	26
CSA On-Site Comprehensive	0	36	0	54	0	62
Total Investigations	0	36	0	84	0	114
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

FY 2025 Update: During FY 2025 - FY 2027, the possibility of changes to staffing numbers, retirements, training, and mentoring could affect the year-end totals. Pennsylvania has one newly hired Compliance Review Officer in training and is projected to be fully qualified to perform compliance reviews late into FY 2025.

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

FY 2025 Update: During FY 2025 - FY 2027, CR officers will continue to assist in conducting new entrant safety audits. PSP will split dedicated time on both compliance reviews and new entrant safety audits. CR officers will adhere to the following schedule:

FY 2025, 75% available time for new entrant safety audits and 25% of available time for compliance reviews.

FY 2026, 75% available time for new entrant safety audits and 25% of available time for compliance reviews.

FY 2027, 75% available time for compliance reviews and 25% of available time for new entrant safety audits.

When New Entrant Safety Audit inventory is not available, the intrastate compliance review program will adjust its efforts focusing on intrastate carriers that are on the prioritized list and other program goals.

Part-time compliance review officers will be required to conduct the minimum number of reviews to maintain proficiency and certification of six interventions each year. In addition to monitoring the PSP Intrastate Compliance Review Program, the PSP compliance review coordinator / supervisor will be required to maintain certification and conduct at minimum six compliance reviews per year for FY 2025 - FY 2027.

FY 25 – Six officers are projected to complete a total of 36 reviews.

FY 26 – Seven officers are projected to complete a total of 84 reviews.

FY 27 – Seven officers are projected to complete a total of 114 reviews.

The compliance review coordinator/supervisor will continually monitor the compliance review targeted carriers identified using the Compliance, Safety, Accountability (CSA) / Safety Measurement System (SMS) methodology to include high risk, high crash, moderate risk and passenger carriers in addition to complaints and follow-ups as required. When intervention inventory is not available, the intrastate compliance review program will adjust its efforts to conduct comprehensive interventions on intrastate hazmat and passenger carriers.

The Pennsylvania Intrastate Compliance Review program will continue to conduct comprehensive interventions on intrastate hazmat and passenger carriers as part of the program strike force. These carriers will be prioritized utilizing SMS Crash indicators and out of service (OOS) rates exceeding 10%. With full staffing, the program's goal is to have an intervention with Pennsylvania intrastate Hazmat and Passenger carriers approximately every 12 years.

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.

FY 2025 Update: The number of compliance reviews conducted will be monitored and reported using MCMIS data on both a quarterly and annual basis to make sure we are progressing towards our goals of **36, 84, and 114** compliance reviews in FY 2025 - FY 2027.

Each officer's reports are reviewed for quality control to make sure violations are documented correctly and the accuracy of the numbers associated with the violations discovered are according to policy and procedures. If discrepancies are discovered, the reports are corrected and re-uploaded before being processed by FMCSA. before being processed by FMCSA.

Part 2 Section 5 - Traffic Enforcement

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

Trend Analysis for 2019 - 2023

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		
10/01/2022	09/30/2023	43328	88263
10/01/2021	09/30/2022	37606	74099
10/01/2020	09/30/2021	35402	67292
10/01/2019	09/30/2020	33046	58752
10/01/2018	09/30/2019	36960	62981

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2022	09/30/2023	4736	4920
10/01/2021	09/30/2022	213	242
10/01/2020	09/30/2021	271	338
10/01/2019	09/30/2020	104	68
10/01/2018	09/30/2019	200	240

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.

CMV Traffic Enforcement with an Inspection FY 19 - FMCSA MCMIS data snapshot as of 05/28/2021. FY 20 - FY 23 - FMCSA MCMIS data snapshot as of 06/28/2024. CMV Traffic Enforcement without an Inspection FY 19 - FY 23 - Stats represent PSP records from the operations conducted for these activities. As of 10/01/2022, PSP is no longer conducting or being reimbursed for non-CMV traffic enforcement (passenger vehicles). However, CMV traffic enforcement without an inspection has increased starting 10/01/2022 as this is a MCSAP eligible activity. The number of traffic enforcement activities (goals) for CMV Non-Inspection was based on a three-year average of Traffic Enforcement Stops from FY 21 - FY 23 in this category.

Narrative Overview for FY 2025 - 2027**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](#).

To promote increased traffic enforcement activities, PSP shifted from primarily conducting fixed site inspections to requiring more inspections be conducted based on traffic stops for moving violations and driver distraction that would be likely to contribute to a CMV crash. Except for CVE Team personnel, PSP MCSAP personnel are required to conduct patrol activities during most MCSAP details conducted throughout the year. Traffic stops for moving violations are then followed by a Level III (minimum) roadside inspection. Additionally, PSP will conduct traffic enforcement activities without inspections by non-MCSAP Patrol Troopers. These activities will be primarily targeted in the Top High Crash Counties in Pennsylvania. Lastly, in addition to daily patrol activities, non-MCSAP Patrol Troopers routinely stop commercial motor vehicles daily for infractions of the Commonwealth's Title 75 Vehicle Code. Traffic enforcement (with and without inspection) is routinely conducted along high-crash corridors determined by each Troop/Station based upon local crash analysis.

Based on the Drug and Alcohol Clearing House (DACH) catch rate reports furnished by FMCSA, PSP will work with inspectors and supervisors to identify the reasons behind any drivers that are not identified as being prohibited from performing a safety-sensitive function. In addition to requiring all Pennsylvania inspectors to check each driver through Query Central or other acceptable means to verify if the driver is or is not prohibited from performing a safety-sensitive function and reinforcing this through annual update training, PSP will institute the following:

Include details of DACH misses (Inspector / Inspection report #) to Patrol Commanders of all Troops in the quarterly inspection progress reports that are already being sent as per PSP regulation. Patrol Commanders will also continue to be briefed on the importance of documenting drivers who are prohibited from performing safety-sensitive functions at the annual Patrol Commander's Conference.

Letters of Understanding between PSP and local municipalities now contain language directing municipal inspectors to check all drivers involved in an inspection through the appropriate database to determine whether the driver is currently prohibited from performing a safety-sensitive function.

Dedicate a block of instruction to identifying drivers prohibited from performing safety-sensitive functions and the corresponding violation section to both new inspectors and during annual update training.

Projected Goals for FY 2025 - 2027

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2025 - 2027. 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 2025	FY 2026	FY 2027
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	42657	43510	44380
<input checked="" type="radio"/>	<input type="radio"/>	CMV Non-Inspection	1914	2105	2147
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	6721	7393	8132

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.

Monitoring will be done through review of statistics for each of the various traffic enforcement-related details conducted throughout the grant period. Additionally, quarterly reviews will be conducted to monitor the number of CMV inspections which list one or more violations that are offenses classified by FMCSA as traffic enforcement violations. These numbers will be compared to the total number of CMV inspections conducted during the quarter to ensure the appropriate focus is being placed on conducting inspections predicated on traffic stops for traffic violations.

Critically review each DACH miss to establish causation and possible systemic weaknesses in this area that can be acted upon further.

Performance measures will be assessed based on the number of drivers prohibited from performing a safety-sensitive function that were not identified at roadside, as indicated on the DACH catch rate reports furnished by FMCSA.

Part 2 Section 6 - Safety Technology

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

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

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

Innovative Technology Deployment (ITD)

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

With the enhanced funding provided to each State as part of the 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	Deploying Core ITD	No
PRISM	Full 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: Pennsylvania Department of Transportation

Enter the agency name responsible for PRISM in the State: Pennsylvania Department of Transportation

Narrative Overview for FY 2025 - 2027

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.).

ITD – Currently, Pennsylvania does not meet two of the three core capabilities for ITD.

Safety Information Exchanges (CVIEW)

E-Credentialing (T-19).

These two areas are addressed in a pending HP-ITD Grant Application filed with FMCSA by the Pennsylvania Department of Transportation (PennDOT).

PRISM - Pennsylvania is currently listed as Full Participation.

Program Activities for FY 2025 - 2027: 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.

Separate grant funding application by PennDOT has been submitted.

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).

Pennsylvania State Police will monitor the progress on Pennsylvania becoming Core Compliant in the ITD program with PennDOT. This is all contingent on the HP-ITD Grant being awarded to PennDOT.

Part 2 Section 7 - Public Education and Outreach

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

Trend Analysis for 2019 - 2023

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

Public Education and Outreach Activities	2019	2020	2021	2022	2023
Carrier Safety Talks	261	145	117	256	201
CMV Safety Belt Education and Outreach	7	4	6	6	8
State Trucking Association Meetings	4	4	0	14	10
State-Sponsored Outreach Events	19	4	5	15	26
Local Educational Safety Events	58	49	12	9	11
Teen Safety Events	97	55	48	78	67

Narrative Overview for FY 2025 - 2027

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 Pennsylvania State Police (PSP) recognizes the significant benefit to improving CMV safety achieved through educational outreach. To this end, PSP continues to conduct general education and topic-specific safety presentations to various segments of the property carrying and passenger carrying CMV industry. These presentations include involving statewide representative groups such as the Pennsylvania Motor Truck Association, Pennsylvania Bus Association, the Pennsylvania School Bus Association, as well as numerous individual motor carriers. These presentations involve a large cross section of motor carrier employees including drivers, mechanics, transportation directors, and company owners.

In promoting Teen Driver Safety around CMVs, the CVSD has partnered with the PSP Community Service Officers (CSOs) across the Commonwealth. The CSOs are already conducting driver safety educational outreach to high schools in Pennsylvania. CVSD provided specific topics to be included in this outreach about driving safely around CMVs which include blind spot awareness, CMV turning and stopping distance limitations, and the need to leave appropriate space when overtaking CMVs.

Seat belt literature is distributed during scheduled CMV S.A.F.E. Driver Initiatives to promote increased seat belt usage by CMV drivers.

CVSD personnel will continue to present Busing On The Lookout (BOTL) certification training and additional information about trainings available for school bus/vehicle drivers on human trafficking. Trainings are scheduled as requested for school bus companies each year. Since the program's inception, 640 school bus/vehicle drivers and school administrators in Pennsylvania have been trained.

During safety presentations and outreach activities, a special work-zone safety and human trafficking elements have been included.

CVSD personnel will begin to offer Truckers Against Trafficking certification training to the motor carrier industry on human trafficking. Trainings will be scheduled as requested by motor carriers.

Annually, the PSP in conjunction with the Pennsylvania Department of Transportation and the Pennsylvania Division of the Federal Motor Carrier Safety Administration present a one-day conference to motor carriers from across the Commonwealth on various safety-related topics and other topics of interest to the motor carrier industry. It is anticipated PSP will continue to conduct this outreach on an annual basis.

Projected Goals for FY 2025 - 2027

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 2025	FY 2026	FY 2027
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	191	210	231
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	6	6	6
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	8	9	10
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	15	17	18
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	11	12	13
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	64	70	77

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.

The PA Education and Outreach Report will be updated accordingly in order to monitor the number of presentations conducted by PSP personnel at the troop level and the Commercial Vehicle Safety Division. The number of presentations will then be reported in the quarterly SF-PPR.

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

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

SSDQ Compliance Status

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

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

Available data sources:

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

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

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

Enter the agency name responsible for the Crash Data Repository: Pennsylvania Department of Transportation

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 2025 - 2027.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2025	Goal for FY 2026	Goal for FY 2027
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.

FMCSA MCMIS data snapshot as of August 9, 2024.

Narrative Overview for FY 2025 - 2027

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.).

Pennsylvania's Overall State Rating is "Good".

Program Activities FY 2025 - 2027: 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.

We consult monthly with Catherine McInnis, Volpe Data Quality, and review our SSDQ ratings.

Our Motor Carrier Enforcement Specialist who reviews crashes consults with Pennsylvania Department of Transportation to keep up to date with crash issues.

We continue to make sure our records are complete, accurate and get to FMCSA in a timely manner.

We recommend corrections to our data as needed.

Program Activities FY 2025 - 2027: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

Currently, two Motor Carrier Enforcement Specialists perform the primary duties of the resolution of Data Challenges.

If there is an elevated or appealed Data Challenge, it goes to the next level of supervision which is the Program Administrator for review and resolution.

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.

Data Quality:

We will conduct monthly ongoing monitoring to make sure our ratings stay in the good category.

DataQs:

We conduct weekly monitoring of DataQs to assure challenges are responded to on a timely basis. The goal is to respond to DataQ challenges within seven days but no more than 30 days.

Part 2 Section 9 - New Entrant Safety Audits

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

For the purpose of this section:

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

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

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input checked="" type="radio"/>	<input 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 2019 - 2023

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

New Entrant Safety Audits	2019	2020	2021	2022	2023
Interstate	1741	1877	1766	2301	2435
Intrastate					
Total Audits	1741	1877	1766	2301	2435

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 2025 - 2027

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency: Pennsylvania Public Utility Commission and Pennsylvania State Police

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	08/15/2025
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	1984
Current Number of Past Dues	44

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 2025 - 2027

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

Projected Goals for FY 2025 - 2027 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2025		FY 2026		FY 2027	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	150	0	150	0	150	0
# of Safety Audits (Offsite)	2000	0	2000	0	2000	0
# Group Audits	150	0	150	0	150	0
TOTAL Safety Audits	2300	0	2300	0	2300	0
# of Non-Audit Resolutions	1750	0	1750	0	1750	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.

Trend Analysis Data listed above is based on Federal Fiscal Year.

Goals and strategies being met will always depend on the availability of inventory and the ability to complete a Safety Audit on true active Interstate Carriers.

FY 2025 Update: For FY 2025 - FY 2027 the PSP will ensure all MCEOTs and MCEOs assigned to the Audits Section are certified to conduct New Entrant Safety Audits. To accomplish this, PSP will send all new officers to the required pre-requisite trainings (NAS Part A, Part B, and General Hazardous Materials) and New Entrant Safety Audit training.

The PSP will continue to prioritize its workload by focusing on those New Entrant Safety Audits overdue and coming overdue. MCEOs may, when required, work overtime hours dedicated to reducing the number of overdue and coming due New Entrant Safety Audits. The PSP will also conduct New Entrant Safety Audit Blitz activities throughout the grant period on an as needed basis. The number of officers used will depend on the inventory at that time and physical location of the activity. Overtime may be offered during these blitz activities as needed. MCEOTs not yet certified to conduct New Entrant Safety Audits may be utilized to complete clerical work in support of these Audits as needed. PSP will utilize an Administrative Assistant I to assist with carrier contacts, grant requests, quarterly report preparation, and other duties directly related to the New Entrant Safety Audit program.

Activity Plan for FY 2025 - 2027: 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.

FY 2025 Update: For FY 2025 - FY 2027, PSP expects to conduct 2,300 New Entrant Safety Audits; approximately 2,150 of these audits will be conducted Offsite, 150 conducted at the carrier's place of business or other designated location and 150 conducted during group audits/blitz activities. MCEOs & MCEOTs will participate in New Entrant Safety Audit Blitz activities on an as needed basis and depending on available inventory. Overtime may be utilized to increase the number of audits completed during a New Entrant Safety Audit Blitz. Additionally, PSP estimates that they will conduct 1,750 non-audit resolutions by utilizing their full staff consisting of an Administrative Assistant, certified and non-certified Officers, and the Motor Carrier Enforcement Program Administrator.

During a New Entrant Safety Audit Blitz, it is estimated that each officer could complete up to 15 New Entrant Safety Audits per week/blitz depending on the type of audit, onsite or offsite.

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.

FY 2025 Update: The Motor Carrier Enforcement Program Administrator (MCEPA) assigned to the Audits Section will review all safety audit reports and assignments for quality, completeness, and accuracy throughout each month to monitor progress toward the program goal and objectives.

The MCEPA will periodically review assigned New Entrant Safety Audits using the NEWS website and will be responsible for tracking these New Entrant Safety Audits from assignment to completion to ensure they are completed in a timely manner.

The MCEPA will hold weekly meetings with the Supervisors and the Administrative Assistant to review the program and to discuss any identified issues.

FMCSA reports will be generated and distributed, on an as needed basis, to all personnel conducting New Entrant Safety Audits for review of the status of assignments and to assist in monitoring the timeline requirements to prevent overdue carriers appearing in the inventory. The NEWS website and MCMIS has all the necessary information for each officer to review their current assignments to assist in their timely completion.

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 2025 - 2027).

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

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

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

Your State's FY 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

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2025 - 2027

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

FY 25 - FY 27

During FY 21 - FY 23, Pennsylvania saw an average of 9 fatal passenger carrier (buses only) crashes with an average of 10 fatalities per year. To increase safety among passenger carriers, PSP will continue to identify intrastate motor carriers that transport passengers upon which to conduct either a focused or comprehensive compliance review.

In an effort to increase safety among passenger carriers, PSP will continue to identify intrastate motor carriers that transport passengers upon which to conduct either a focused or comprehensive compliance review. PSP will continue with the Intrastate Passenger Strikeforce emphasizing its focus on passenger carriers that were involved in a recent crash or have an out-of-service rate at or above 10%.

Projected Goals for FY 2025 - 2027: Enter the performance goal for the three-year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2025, 2026 and 2027 must also be included.

PSP expects to complete the following minimum number of intrastate compliance reviews of passenger carriers during the following fiscal years:

FY 2025: 18

FY 2026: 31

FY 2027: 36

When encountered, PSP expects to implement a system that will review data of identified intrastate passenger carriers that transport migrant workers as listed on their MCS150. PSP plans to perform interventions when required.

PSP intrastate compliance review program will continue with its Human Trafficking Awareness Program. PSP increases awareness through providing educational material & contact information regarding combating Human Trafficking. PSP will also offer additional training to passenger carriers at the conclusion of each intervention.

Program Activities for FY 2025 - 2027: Provide additional information regarding how these activities will be implemented.

The Pennsylvania based intrastate passenger carriers will be selected for compliance reviews in one of the three ways, based on the following order:

- Involvement in a substantial crash in which the passenger carrying vehicle had one or more safety factors, with emphasis on those that result in serious bodily injury or fatality.
- Investigation of intrastate passenger carriers based upon substantiated complaints received regarding safety concerns.
- Conduct reviews based upon the Safety Measurement System carrier prioritization list.

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

Performance measurements will be based upon a review of the number of intrastate passenger carrier compliance reviews conducted each quarter and yearly. Monitoring will be completed by the CVSD Compliance Review Coordinator monthly in conjunction with his supervisor.

Part 3 Section 4 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2024 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 2024 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2024 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2024 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Part 3 Section 5 - State Specific Objectives – Future**Instructions:**

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

Describe any State-specific objective(s) identified for FY 2025 - 2027. 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	\$17,447,601.00	\$918,295.00	\$18,365,896.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,754,884.00
MOE Baseline:	\$2,348,639.17

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):	\$2,754,884.00

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
MCES (Civilian)	8	100.0000	\$75,303.61	\$602,428.88	\$572,307.44	\$30,121.44	\$0.00
MCEO/Trainee (Civilian)	39	100.0000	\$59,066.79	\$2,303,604.81	\$2,188,424.57	\$115,180.24	\$0.00
MCE Program Admin. (Civilian)	3	100.0000	\$72,022.48	\$216,067.44	\$205,264.07	\$10,803.37	\$0.00
MCE Specialist (Civilian)	6	100.0000	\$60,807.71	\$364,846.26	\$346,603.95	\$18,242.31	\$0.00
Clerical Assistant 2 (Civilian)	3	100.0000	\$40,170.99	\$120,512.97	\$114,487.32	\$6,025.65	\$0.00
Administrative Asst. 1 (Civilian)	2	100.0000	\$44,838.15	\$89,676.30	\$85,192.48	\$4,483.82	\$0.00
Program Analyst (Civilian)	3	100.0000	\$69,962.75	\$209,888.25	\$199,393.84	\$10,494.41	\$0.00
FT MCI (Enlisted)	37	45.0000	\$99,959.00	\$1,664,317.35	\$1,581,101.48	\$83,215.87	\$1,664,317.35
PT MCI (Enlisted)	294	2.0000	\$99,959.00	\$587,758.92	\$558,370.97	\$29,387.95	\$1,763,276.76
Subtotal: Salary				\$6,159,101.18	\$5,851,146.12	\$307,955.06	\$3,427,594.11
Overtime Project Costs							
All Enf. Personnel for Grant Period	378	100.0000	\$5,325.00	\$2,012,850.00	\$1,912,207.50	\$100,642.50	\$0.00
Subtotal: Overtime				\$2,012,850.00	\$1,912,207.50	\$100,642.50	\$0.00
TOTAL: Personnel				\$8,171,951.18	\$7,763,353.62	\$408,597.56	\$3,427,594.11
Accounting Method:	Accrual						

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

Civilian Salaries:

The 64 civilian positions listed in salaries dedicate 100% of their time to MCSAP. Of the 64 positions, 3 Motor Carrier Enforcement Supervisors (MCES) and 15 Motor Carrier Enforcement Officers (MCEO) are part of the Commonwealth's Commercial Vehicle Enforcement Teams. The remaining 46 Administrative personnel dedicate 100% of their time managing the MCSAP program within the Commonwealth. The Administrative personnel handle the Compliance Review program, New Entrant Safety Audits, DataQ's, crash reports, certification of inspection reports, financial management, quarterly voucher documentation, vehicle and equipment inventory, training, compliance review administration, supplies to field personnel, information technology support, and vehicle inspections.

Enlisted Salaries:

Regular time salaries are calculated for MCSAP eligible activities, training, and Maintenance of Effort (MOE). The Motor Carrier Inspectors dedicate approximately 90% (45% Billed/45%MOE) (FT 37) and 8% (2% Billed/6%MOE) (PT 294) to MCSAP duties.

FT Enlisted Salaries (37 x \$99,959) = \$3,698,483 x 45% = \$1,664,317.35

PT Enlisted Salaries (294 x \$99,959) = \$29,387,946 x 2% = \$587,758.92

Civilian and Enlisted Overtime:

Of the 378 certified inspectors, the approximate sum of Overtime(OT) each inspector will participate in during the grant period will be 75 hours at the average rate of \$71 per hour. The number of hours may vary based on availability of inspector (378 x 75 x 71 = \$2,012,850.00)

OT hours are billed for statewide and troop specific details in addition to post-crash inspections, incidental OT, travel for training, Compliance Reviews, New Entrant Safety Audits, quality control, CMV crash reconstruction, training

preparation and in-state travel. OT hours billed may also include administrative staff.

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

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

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
64 Civilian Positions	110.8200	100.0000	\$3,907,024.91	\$4,329,765.00	\$4,113,276.75	\$216,488.25	\$0.00
37 FT Enlisted Motor Carrier Inspectors	137.4300	45.0000	\$3,698,483.00	\$2,287,271.33	\$2,172,907.77	\$114,363.56	\$2,287,271.33
294 PT Enlisted Motor Carrier Inspectors	137.4300	2.0000	\$29,387,946.00	\$807,757.08	\$767,369.23	\$40,387.85	\$2,423,271.25
OT All Civilian and Enlisted	55.7100	100.0000	\$2,012,850.00	\$1,121,358.73	\$1,065,290.80	\$56,067.93	\$0.00
TOTAL: Fringe Benefits				\$8,546,152.14	\$8,118,844.55	\$427,307.59	\$4,710,542.58

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

PSP bills for **ACTUAL FRINGE BENEFITS**. (MCEO/Motor Carrier Enforcement Officer Trainee - 39, MCES - 8, Motor Carrier Enforcement Specialists - 6, Motor Carrier Enforcement Program Administrators - 3, Program Analysts - 3, Administrative Assistants - 2, Clerical Assistants - 3) = 64 Civilian Positions.

Civilian Positions - 64

Bi-Weekly Percentage Benefits:

Social Security - 6.20%

Medicare - 1.45%

SWIF – Worker's Comp. - 1.5580%

Leave Payout – 4.19%

Retirement – 39.60%

Total - 52.9980%

Add + 15.83% for Average Leave used in last three grants. Note: Actual Leave is billed. This estimate is provided as a percentage since leave is considered a fringe benefit.

+ Bi-Weekly Pay Period Benefits:

Health Insurance – Active - \$668.00

Health Insurance – Annuitant - \$275.00

Life Insurance – \$3.75

Total = \$946.75

Total Percentage/Leave and Pay Period Benefits were calculated as 110.82%.

(See example uploaded and budget instructions from Governor’s Budget Office for documentation on exact percentages).

Salaries \$3,907,024.93 x 110.82% = **\$4,329,756.02**

Enlisted Positions - 331 (FT - 37 and PT - 294)

Bi-Weekly Percentage Benefits:

Medicare - 1.45%

SWIF – Worker's Comp. - 1.5580%

Leave Payout – 4.19%

Retirement – 51.23%

Total – 58.4280%

+ Bi-Weekly Pay Period Benefits:

Health Insurance – Active – \$1,175.00

Health Insurance – Annuitant – \$1,795.00

Life Insurance - \$3.75

Total = \$2,973.75

(See example uploaded and budget instructions from Governor’s Budget Office for documentation on exact percentages).

(Calculated as 137.43%)

FT Enlisted Salaries (37 x \$99,959) = \$3,698,483 x 45% = \$1,664,317.35 x 137.43% = \$2,287,271.33

MOE – FT Enlisted Salaries (37 x \$99,959) = \$3,698,483 x 45% = \$1,664,317.35 x 137.43% = \$2,287,271.33

PT Enlisted Salaries (294 x \$99,959) = \$29,387,946.00 x 2% = \$587,758.92 x 137.43% = \$807,757.08

MOE - PT Enlisted Salaries (294 x \$99,959) = \$29,387,946.00 x 6% = \$1,763,276.76 x 137.43% = \$2,423,271.25

OT Calculation -

Benefits associated with OT (average civilian rate – 53.00% and enlisted rate – 58.43%) = Average 55.71% x
\$2,012,850.00 = **\$1,121,358.74**

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
MCES/MCEO/Trainee Per Diem	47	2131	100.0000	\$25,572.00	\$24,293.40	\$1,278.60	\$0.00
In-State CVSD/Troop Travel	20	50	100.0000	\$9,650.00	\$9,167.50	\$482.50	\$0.00
Compliance Review and New Entrant Travel	15	60	100.0000	\$11,580.00	\$11,001.00	\$579.00	\$0.00
CVSA Fall Conference	5	5	100.0000	\$13,125.00	\$12,468.75	\$656.25	\$0.00
CVSA Spring Conference	5	5	100.0000	\$13,125.00	\$12,468.75	\$656.25	\$0.00
Cooperative Hazardous Materials Enforcement Development (COHMED)	2	5	100.0000	\$4,900.00	\$4,655.00	\$245.00	\$0.00
North American Inspectors Championship (NAIC)	2	5	100.0000	\$5,500.00	\$5,225.00	\$275.00	\$0.00
State Crash Reconstruction Managers Annual Meeting	2	5	100.0000	\$5,500.00	\$5,225.00	\$275.00	\$0.00
FMCSA Planning Meeting and ITD-PRISM Workshop	5	5	100.0000	\$13,125.00	\$12,468.75	\$656.25	\$0.00
FMCSA Required/Suggested Meetings & Conferences	4	5	100.0000	\$3,600.00	\$3,420.00	\$180.00	\$0.00
Basic MCSAP NAS PART A, Part B and PSP Week 3 Training	80	15	100.0000	\$111,000.00	\$105,450.00	\$5,550.00	\$0.00
General Hazardous Materials	15	5	100.0000	\$9,250.00	\$8,787.50	\$462.50	\$0.00
Cargo Tank Training	15	5	100.0000	\$9,250.00	\$8,787.50	\$462.50	\$0.00
Other Bulk Packaging Training	15	5	100.0000	\$9,250.00	\$8,787.50	\$462.50	\$0.00
Compliance Review Training	5	10	100.0000	\$18,000.00	\$17,100.00	\$900.00	\$0.00
Passenger Vehicle Training	15	4	100.0000	\$5,550.00	\$5,272.50	\$277.50	\$0.00
Level VI Training/Update Training	10	3	100.0000	\$3,700.00	\$3,515.00	\$185.00	\$0.00
MCI, MCES, MCEO Updates	378	4	100.0000	\$115,800.00	\$110,010.00	\$5,790.00	\$0.00
Annual Updates (Locals & Public Utility Commission (PUC))	6	8	100.0000	\$6,000.00	\$5,700.00	\$300.00	\$0.00
Challenge Exam/Recertification	20	2	100.0000	\$7,400.00	\$7,030.00	\$370.00	\$0.00
MCSAP Coordinator's Meeting	18	2	100.0000	\$3,474.00	\$3,300.30	\$173.70	\$0.00
State/National/FMCSA Related Training	5	5	100.0000	\$7,125.00	\$6,768.75	\$356.25	\$0.00
Data Quality Training	2	5	100.0000	\$4,800.00	\$4,560.00	\$240.00	\$0.00
Mandatory Instructor Development Training and Instructor In-Service	2	2	100.0000	\$4,000.00	\$3,800.00	\$200.00	\$0.00
Pennsylvania Inspectors Championship	10	3	100.0000	\$6,948.00	\$6,600.60	\$347.40	\$0.00
Commercial Vehicle Crash Investigation (Level I and Level II)	2	10	100.0000	\$9,200.00	\$8,740.00	\$460.00	\$0.00
Drug Interdiction Assistance Program (DIAP) Training	38	3	100.0000	\$7,400.00	\$7,030.00	\$370.00	\$0.00
Electronic Logging Devices (ELD) Training	30	3	100.0000	\$7,400.00	\$7,030.00	\$370.00	\$0.00
MCEO Basic Training	10	15	100.0000	\$27,150.00	\$25,792.50	\$1,357.50	\$0.00
New Entrant Safety Audit Training	10	10	100.0000	\$18,100.00	\$17,195.00	\$905.00	\$0.00
TOTAL: Travel				\$496,474.00	\$471,650.30	\$24,823.70	\$0.00

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

MCES/MCEO/Trainee Per Diem – MCES's (8) and MCEO/Trainee's (39) are eligible for Per Diem lunch expenses of \$12.00 per day when they are required to travel at least 15 miles from their normal work site and remain away from the normal work site during their normal lunch period. Based on past expenditures, it is estimated that approximately 2,131 days will be billed. $2,131 \times \$12.00 = \$25,572$.

In-State CVSD/Troop Travel – At least 20 individuals in the division may speak at various public forums throughout the state, attend meetings, conduct interviews, and assist in many statewide operations as needed. Individuals may also be required to attend CLEAN training or mentored inspections. The funding in this category will provide for hotel rooms and per diem subsistence while they are 50 miles or more away from their headquarters. The U.S. General Services (GSA) rates apply, and individuals are only reimbursed for actual expenses incurred and must produce receipts for all eligible subsistence. $\$193$ (Average Per Diem \$65 and Average Hotel \$128) \times 50 estimated overnight stays = \$9,650.

Compliance Review/New Entrant Travel – At least 15 trained officers will conduct compliance reviews and new entrant audits throughout the state. These reviews/audits may require overnight travel if they are 50 miles or more away from their headquarters. The money set aside in this category will provide for hotel rooms and per diem subsistence based on GSA rates. Officers are only reimbursed for actual expenses incurred and must produce receipts for all eligible subsistence. $\$193$ (Average Per Diem \$65 and Average Hotel \$128) \times 60 estimated overnight stays = \$11,580.

PSP sends five individuals to the Commercial Vehicle Safety Alliance (CVSA) Spring and Fall Conferences. These conferences offer the opportunity for government officials, enforcement, and industry to collaborate and affect meaningful changes and improvements to the overall culture of transportation safety throughout North America.

CVSA Fall Conference – Air Fare $\$800 \times 5 = \$4,000$; Per Diem $\$600 \times 5 = \$3,000$; Hotel Room $\$1,100 \times 5 = \$5,500$; Misc. Shuttle, etc. = $\$625 = \$13,125$.

CVSA Spring Conference – Air Fare $\$800 \times 5 = \$4,000$; Per Diem $\$600 \times 5 = \$3,000$; Hotel Room $\$1,100 \times 5 = \$5,500$; Misc. Shuttle, etc. = $\$625 = \$13,125$.

Cooperative Hazardous Materials Enforcement Development (COHMED) – Air Fare $\$800 \times 2 = \$1,600$; Per Diem $\$600 \times 2 = \$1,200$; Hotel Room $\$800 \times 2 = \$1,600$; Misc. Shuttle, etc. = $\$500$ - Total $\$4,900$. This conference is also hosted by CVSA. The COHMED conference brings together hazardous materials professionals from across North America to include enforcement, regulatory and industry representatives for discussing regulatory and industry changes and the impacts of these changes to the transportation of hazardous materials by commercial motor vehicles.

North American Inspectors Championship (NAIC) – Air Fare $\$800 \times 2 = \$1,600$; Per Diem $\$600 \times 2 = \$1,200$; Hotel Room $\$1,100 \times 2 = \$2,200$; Misc. Shuttle, etc. = $\$500$ - Total = $\$5,500$. This is a CVSA sponsored event. Each jurisdiction is invited to send its best inspector to compete against other inspectors from jurisdictions across North America. NAIC competitors also receive training on the latest commercial motor vehicle safety trends, technologies, standards, and inspection procedures while sharing insights, ideas, techniques, and experiences with other inspectors.

State Crash Reconstruction Managers Annual Meeting – Air Fare $\$800 \times 2 = \$1,600$; Per Diem $\$600 \times 2 = \$1,200$; Hotel Room $\$1,100 \times 2 = \$2,200$; Misc. Shuttle, etc. = $\$500$ - Total = $\$5,500$. This is a CVSA sponsored event. This meeting is a collaboration among state police crash reconstruction work units.

FMCSA Planning Meeting and ITD-PRISM Workshop – Air Fare $\$800 \times 5 = \$4,000$; Hotel Room - $\$1,100 \times 5 = \$5,500$; Per Diem $\$600 \times 5 = \$3,000$; Misc. Parking, Shuttle, etc. $\$625 = \$13,125$. This FMCSA led training covers funding availability and national priorities for the upcoming federal fiscal year, commercial vehicle safety plan, policy updates, emerging issues, performance metrics, discretionary grant program updates, budget and budget narrative, financial audits, and expectations. In addition, the ITD-PRISM Workshop is held to review the purpose and best practices for the ITD-PRISM program. PSP sends five individuals to this training for new command staff and anticipated retirements.

FMCSA Required/Suggested Meetings & Conferences – We have set aside $\$3,600$ in this category to cover any specific training, meetings, or conferences as they become available throughout the year. This line item is for non-scheduled, infrequent, or emerging issues meetings and conferences that are unforeseen. Some may occur on short notice and make it impossible to file an amendment and obtain approval. Examples of attended meetings and conferences include Safety Conferences sponsored by our FMCSA Division Office and Eastern Service Center Commercial Vehicle Safety Summit. This category will cover necessary travel by state vehicle (fuel, tolls, misc.

expenses - \$500); hotel rooms - \$2,000; and per diem \$1,100 = \$3,600 – Total estimated amount based on historical data.

Training Travel – Each year PSP trains additional officers as current officers retire and new employees are hired. Below is a listing of the proposed training along with estimated costs. It should be noted that if training can be held in Harrisburg and the Pennsylvania State Police Academy is available for lodging in Hershey, no hotel rooms will be paid for during the training period. When submitting travel expense vouchers, it is the Commonwealth's policy to only reimburse employees for actual expenses incurred (not a flat rate). Receipts must be presented as part of the approval process, and reimbursement is based on established GSA rates.

Basic MCSAP NAS PART A, Part B and PSP Week 3 Training – Train 80 inspectors/officers to conduct MCSAP inspections. It is estimated that approximately 40 of the individuals attending the training will be in overnight status for approximately 15 nights. These classes will be held in Harrisburg - Per Diem \$64 and Hotel \$121 = $\$185 \times 40 \times 15$ days/nights = \$111,000. This amount is only an estimate and may be reduced significantly if alternate lodging can be provided (PSP Academy).

General Hazardous Materials Training – Train 15 inspectors/officers. It is estimated that approximately 10 of the individuals attending the training will be in overnight status for 5 nights. Harrisburg (Per Diem \$64 and Hotel \$121 = $\$185 \times 10 \times 5$ days/nights = \$9,250. This amount is only an estimate and may be reduced significantly if alternate lodging can be provided (PSP Academy).

Cargo Tank Training – Train 15 inspectors/officers. It is estimated that approximately 10 of the individuals attending the training will be in overnight status for 5 nights. Harrisburg (Per Diem \$64 and Hotel \$121 = $\$185 \times 10 \times 5$ days/nights = \$9,250. This amount is only an estimate and may be reduced significantly if alternate lodging can be provided (PSP Academy).

Other Bulk Packaging Training – Train 15 inspectors/officers. It is estimated that approximately 10 of the individuals attending the training will be in overnight status for 5 nights. Harrisburg (Per Diem \$64 and Hotel \$121 = $\$185 \times 10 \times 5$ days/nights = \$9,250. This amount is only an estimate and may be reduced significantly if alternate lodging can be provided (PSP Academy).

Compliance Review Training – Air Fare $\$800 \times 5 = \$4,000$; Per Diem $\$1,000 \times 5 = \$5,000$; Hotel Room $\$1,400 \times 2 = \$7,000$; Car Rental \$1,000; Misc. Baggage Fees, Parking, Fuel \$1,000 = \$18,000. PSP may train at least five additional compliance review officers because of vacancies. These expenses will cover the out-of-state travel/training necessary for the designated individual during the 2-week training.

Passenger Vehicle Training – Train 15 inspectors/officers. It is estimated that 10 of the individuals attending the training will be in overnight status for 3 nights. Harrisburg (Per Diem \$64 and Hotel \$121 = $\$185 \times 10 \times 3$ days/nights = \$5,550. This amount is only an estimate and may be reduced significantly if alternate lodging can be provided (PSP Academy).

Level VI Training/Update Training – Approximately 10 individuals will be certified and/or receive update training to conduct Level VI inspections. Training will be held in Harrisburg. These individuals require overnight accommodations for this training. (Per Diem \$64 and Hotel \$121 = $\$185 \times 10 \times 2$ days/night) = \$3,700.

MCI, MCES, MCEO Updates – Full Time (FT) and Part Time (PT) Motor Carrier Inspector's (MCI's) are enlisted officers that perform MCSAP roadside inspections. They are also part of the Commercial Vehicle Enforcement Team within the troops. Motor Carrier Enforcement Supervisors (MCES's) and Motor Carrier Enforcement Officers (MCEO's) are all FT civilian inspectors headquartered throughout the Commonwealth conducting roadside inspections, compliance reviews and other MCSAP eligible activities.

All Training is CMV-safety related as personnel receive updated knowledge, skills, practices, and procedures necessary for performing uniform driver inspections. Updates also provide recertification training and course material updates, Commercial Vehicle Safety Alliance (CVSA) Inspection Bulletins, FMCSA enforcement memos, ensure uniformity and proper application of Federal Motor Carrier Safety Regulations (FMCSRs), CVSA Out-of-Service Criteria (OOSC), Operational Policies and Inspection Bulletins.

Training will be held at one location on two different dates and then one make-up session scheduled for Harrisburg. There are approximately 378 PSP certified individuals that attend the update training on an annual basis. Of the 378 PSP certified individuals, it is estimated at least 220 would be in overnight status for this training. Average Per Diem \$65 and Average Hotel \$128 = $\$193 \times 220 \times 3$ nights = \$115,800.

Annual Updates (Locals & Public Utility Commission (PUC)) – Training will be held at approximately four locations throughout the state to minimize travel expenses. The estimated cost for CVSD (six) to provide training at all four locations for two full day sessions which will require the CVSD personnel to be in overnight status for approximately three days per session is estimated (based on previous years) to be \$6,000. All municipal officers are responsible for

their own travel expenses to the training locations. PSP also conducts annual training to the PUC at their mandatory update training yearly.

Challenge Exam/Recertifications – It is estimated that approximately 20 individuals may require a challenge exam or recertification with an overnight stay. Harrisburg per diem \$64 and hotel \$121 = $\$185 \times 20 \times 2 \text{ nights} = \$7,400$. This amount is only an estimate and may be reduced significantly if alternate lodging can be provided (PSP Academy).

MCSAP Coordinator's Meeting – It is estimated that approximately 18 individuals may be in overnight status for this training. Average per diem \$65 and hotel \$128 = $\$193 \times 18 \times 1 \text{ night} = \$3,474$. This amount is only an estimate based on previous actual expenditures. Each troop will send their MCSAP Coordinator to this training in which they will be presented with a copy of our goals and objectives for the upcoming commercial vehicle safety plan.

State/National/FMCSA Related Training – We have set aside \$7,125 in this category to cover any specific training that may become available throughout the year but is not specifically listed or known at this time. Every year there are emerging issues that may require individuals to attend specific training once developed/available which is unknown or unforeseen until we are well into our grant funding. Some examples include CMV Heavy Truck Reconstruction Training, and Large Truck and Bus Enforcement Training. Air Fare $\$500 \times 5 = \$2,500$; Per Diem $\$325 \times 5 = \$1,625$; Hotel Room $\$600 \times 5 = \$3,000$ – Total estimated amount based on historical data = \$7,125

Data Quality Training – If training is available during this FY, we would like to send two individuals who process crashes, DataQ's and inspection reports. This is a training offered by CVSA. We have \$4,800 budgeted for this training. Air Fare $\$800 \times 2 = \$1,600$; Per Diem $\$500 \times 2 = \$1,000$; Hotel Room $\$800 \times 2 = \$1,600$ – Misc. Shuttle, etc. = $\$600 = \$4,800$

Mandatory Instructor Development Tng. and Instructor In-Service – We currently have a limited number of instructors. It is our goal to train at least two additional individuals from PSP that would become instructors should retirements occur sooner than expected. Estimated costs of \$4,000 will cover airfare, hotel and per diem subsistence for two individuals. The location and availability of the training has not been decided. In addition, it is possible these costs could be covered by the National Training Center or CVSA. This is a two-week course and we allotted approximately \$2,000 per individual to cover said expenses. This training is exclusively related to MCSAP activities. Mandatory Instructor Development Training is a National Training Center Course that will allow Pennsylvania to train additional instructors for Part A, Part B, Hazardous Materials and Cargo Tank courses. This line item will also cover any mandatory instructor in-service tng.

Pennsylvania Inspectors Championship – This event will be sponsored by the Pennsylvania State Police. Each troop will nominate one Trooper and one MCES/MCEO from each troop. The Pennsylvania Public Utility Commission and local municipalities will also be invited to send their best inspector to compete against other inspectors from agencies/municipalities across the Commonwealth. There will be approximately 10 PSP competitors and 8 judges. Competitors also receive commercial motor vehicle training as part of the event. It is estimated that approximately 12 individuals would be in overnight status. Average per diem \$65 and hotel \$128 = $\$193 \times 12 \times 3 \text{ nights} = \$6,948$. The champion will advance and represent Pennsylvania at NAIC.

Commercial Vehicle Crash Investigation (Level I and Level II) – Air Fare $\$800 \times 2 = \$1,600$; Per Diem $\$500 \times 2 = \$1,000$; Hotel Room $\$800 \times 2 = \$1,600$; Misc. Shuttle, etc. = $\$400$ - Total $\$4,600 \times 2 \text{ weeks} = \$9,200$.

Level I Tng. – This intensive course will cover the unique characteristics of commercial motor vehicles and the special dynamics at play when one is involved in a collision. Detailed information of the nomenclature and operation of commercial motor vehicles will provide a level of competence needed to have an adequate understanding of mechanical components, parts, and pieces of the commercial motor vehicle and how they may factor into the investigation. There will be “hands-on” exercises and vehicle testing during the course.

Level II Tng. – Designed to further enhance the knowledge and skills acquired in Level I course. This class focuses on a detailed analysis of commercial vehicle systems and dynamics along with the application of your findings to the crash reconstruction.

Drug Interdiction Assistance Program (DIAP) Training – Training will be held at one central location for certified inspectors. There are approximately 38 PSP certified individuals that would attend the training. Of the 38 PSP certified individuals, it is estimated at least 20 would be in overnight status for this training. Average Per Diem \$64 and Average Hotel \$121 = $\$185 \times 20 \times 2 \text{ nights} = \$7,400$. The training will be conducted through a private company as the training is no longer available through FMCSA.

Electronic Logging Devices (ELD) Training – Training will be held at one central location for certified inspectors. This is a continuing education course to advance skills on ELDs. There are approximately 38 PSP certified individuals that would attend the training. Of the 30, it is estimated that 20 of the individuals attending the training will be in overnight status for 2 nights. Harrisburg (Per Diem \$64 and Hotel \$121 = $\$185 \times 20 \times 2 \text{ days/nights} = \$7,400$). This amount is only an estimate and may be reduced significantly if alternate lodging can be provided (PSP Academy).

MCEO Basic Training – The newly hired MCEOs will attend a 3-week mandatory training class at the PSP Academy to train 10 inspectors/officers. It is estimated that 10 of the individuals attending the training will be in overnight status for 15 nights. Harrisburg - Per Diem \$64 and Hotel \$117 = $\$181 \times 15 \times 10 \text{ days/nights} = \$27,150$.

New Entrant Safety Audit Training – All staff in the Audits Section will complete New Entrant Safety Audit training to be certified to conduct New Entrant Safety Audits. New Entrant Safety Audit training will be a two-week class held at the CVSD location in Harrisburg. If training is not able to be held in Harrisburg, out-of-state travel will be necessary for the designated individuals. There are approximately 10 individuals that will attend the training. It is estimated that 5 of the individuals attending the training will be in overnight status for 10 nights. Harrisburg - Per Diem \$64 and Hotel \$117 = $\$181 \times 10 \times 10 \text{ days/nights} = \$18,100$.

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
MCSAP Vehicles	7	\$53,994.00	100	\$377,958.00	\$359,060.10	\$18,897.90	\$0.00
Cargo Bedslides for Vehicles	2	\$11,897.00	100	\$23,794.00	\$22,604.30	\$1,189.70	\$0.00
Training Aides/Audio Visual Equipment	2	\$5,000.00	100	\$10,000.00	\$9,500.00	\$500.00	\$0.00
TOTAL: Equipment				\$411,752.00	\$391,164.40	\$20,587.60	\$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.

MCSAP Vehicles- PSP will purchase seven MCSAP vehicles at an estimated \$53,994 each x 7 = \$377,958 to replace current MCSAP vehicles that have reached their useful life per our state vehicle replacement policy. MCSAP vehicles will be used 100% of the time by MCSAP personnel to conduct motor carrier safety inspections and other MCSAP activities provided for in the eCVSP.

Cargo Bedslide - Bedslides for vehicles at an estimated \$11,897 each x 2 = \$23,794. Cargo Bed Slides are custom built electric slides made for our New F-350's and will be reused on new trucks in the future without purchasing additional bed slides. The bed slides hold 12 scales. Historically the bed slides have increased 5% each year. The cost of per unit in the prior fiscal year was \$11,331. Therefore, the estimate for the next fiscal year with the 5% increase is \$11,897.

Training Aides/Audio Visual Equipment for MCSAP Training Classes - \$10,000 - Pennsylvania conducts many National Training Center Classes in Pennsylvania. We currently have one training coordinator and five associate staff instructors which allows us to conduct classes without sending individuals outside the state. There are various training aides available for purchase that will be used for learning in the classroom. These items include but will not be limited to visual charts, and associated audio-visual equipment (monitors, projectors, viewing screens) that might be available for purchase that will enhance learning opportunities. This list is not all inclusive and may include additional training aides as needed that are not known at this time. We estimate two purchases this year at an estimated \$5,000 each.

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
Computers/Laptops/Tablets and associated hardware and software	25 Per Item	\$1,705.00	100.0000	\$42,625.00	\$40,493.75	\$2,131.25	\$0.00
Cell Phone Replacement Costs (Per State Replacement Policy)	30 Phone	\$50.00	100.0000	\$1,500.00	\$1,425.00	\$75.00	\$0.00
Inspector Equipment	1 Per Item	\$45,758.00	100.0000	\$45,758.00	\$43,470.10	\$2,287.90	\$0.00
Office Supplies	12 Month	\$1,200.00	100.0000	\$14,400.00	\$13,680.00	\$720.00	\$0.00
Portable Inspection Signs	2 Sets	\$1,000.00	100.0000	\$2,000.00	\$1,900.00	\$100.00	\$0.00
Light Bars for MCSAP Vehicles	3 Lightbar	\$3,500.00	100.0000	\$10,500.00	\$9,975.00	\$525.00	\$0.00
Uniforms (BDU's, Shirts, Hats, Belts, Holsters)	900 Per Item	\$50.00	100.0000	\$45,000.00	\$42,750.00	\$2,250.00	\$0.00
Regulations	725 Varies	\$60.00	100.0000	\$43,500.00	\$41,325.00	\$2,175.00	\$0.00
New Vehicle Supplies	1 Yearly	\$60,512.00	100.0000	\$60,512.00	\$57,486.40	\$3,025.60	\$0.00
Training Aides/Audio Visual Equipment for Training Room/Classes	1 Item	\$3,000.00	100.0000	\$3,000.00	\$2,850.00	\$150.00	\$0.00
TOTAL: Supplies				\$268,795.00	\$255,355.25	\$13,439.75	\$0.00

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

Computers/Laptops/Tablets and associated hardware and software - Purchase 25 computers/laptops/tablets. These computers/laptops/tablets will be used by our FT MCSAP Personnel and will replace older computer equipment that has become outdated as per our state computer replacement policy. (25 x \$1,705 = \$42,625). The computers/laptops/tablets may also be utilized in our CVSD training facility. The amount set aside would also cover any type of hardware and software that might be associated with the laptops/tablets (i.e., screens, keyboards, cables, mounting equipment, docking system, etc.).

Cell Phone Replacement Costs - Based on Commonwealth Replacement Policy - \$1,500. This amount would cover any phones that would need replaced during the grant period for individuals that are dedicated 100% to MCSAP. Estimated amount is based on historical data of cell phones replaced per year.

Inspector Equipment- \$45,758 - The inspector equipment listed below will be ordered and issued to MCSAP certified personnel throughout the year as needed to perform their MCSAP related duties and activities as outlined in the CVSP. The total amount of the equipment listed below is \$42,639 and for unknown equipment \$3,119.00. A complete breakdown of the items to be ordered and the estimated amount are listed below.

Mechanics Gloves/Heat Resistant Gloves (700 x \$20 = \$14,000), Tire Pressure Gauges (60 x \$20 = \$1,200), Wheel Chocks (60 x \$30 = \$1,800), Creepers (50 x \$200 = \$10,000), Chamber Mates (30 x \$55 = \$1,650), Digital Measuring Height Poles (2 x \$240 = \$480), Strion Flashlights and Holders (45 x \$125 = \$5,625), Safety Glasses (50 x \$10 = \$500), Scrubs (75 x \$40 = \$3,000), Razor Blade Scrapers/Replacement Blades (50 x \$11.70 = \$585), Flat Soap Stones (10 x \$25 = \$250), Measuring Tapes (23 x \$13 = \$299), Infrared Cameras (5 x \$450 = \$2,250), Tire Tread Depth Gauges (25 x \$4 = \$100), Gas Leak Detectors (15 x \$60 = \$900). This list is not all inclusive and additional items not listed, but MCSAP eligible, may be purchased as needed throughout the grant period.

Office Supplies (General) for individuals located within the Commercial Vehicle Safety Division dedicated to administering the MCSAP Program throughout the state. (Average monthly expense \$1,200 x 12 months = \$14,400). Routine office supplies not limited to but including such items as paper, pens, post-it notes, envelopes, tablets, etc.

Portable Inspection Signs – These signs will be stored in MCSAP Vehicles and used as part of non-fixed inspection locations and strike-force areas of operation. We will purchase approximately 2 sets @ \$1,000 each = \$2,000.

Light bars (3 x \$3,500 = \$10,500) - Estimated cost for three light bars along with installation costs. This light bar will be installed on the replacement MCSAP Van/Vehicle located in the Equipment Section. This line item would also cover any light maintenance or replacement lightbars that are no longer operational. Lightbars are not included in the New Vehicle Supplies and therefore, not a duplicate expense.

Uniforms for MCSAP Certified Personnel - (Not limited to but including BDU's, Shirts, Hats, Belts, Holsters). Estimated number of items to be purchased is 900 x \$50 per item = \$45,000.00.

Regulations - \$43,500 - FMCSR's/49 CFR Parts 40, 325-399, 49 CFR-HMR's Parts 100-185, OOS Criteria Books and Pictorial, or any other material that may be beneficial to support inspectors in the classroom/field. Regulations are ordered for all MCSAP certified personnel and handed out during annual MCSAP update training. Total number of 745 includes (PSP, PUC, Municipals, and anticipated classes to be held).

New Vehicle Supplies - \$60,512 has been set aside as an estimated amount to cover all new vehicle supplies (workstations, computer mounts, truck caps, hitch, work lights, enhanced inside and exterior and any other necessary supplies that are unknown at this time to deploy the new vehicle for use in the field. This estimate is based on historical data on purchases to outfit the vehicles for the field/deployment. This amount does not include the actual vehicle purchase which is listed under Equipment.

Training Aides/Audio Visual Equipment for MCSAP Training Classes - \$3,000 - Pennsylvania conducts many National Training Center Classes in Pennsylvania. We currently have one training coordinator and seven associate staff instructors which allows us to conduct classes without sending individuals outside the state. There are various training aides available for purchase that will be used for learning in the classroom. These items include but will not be limited to visual charts, and associated audio-visual equipment (monitors, projectors, viewing screens) that might be available for purchase that will enhance learning opportunities. This list is not all inclusive and may include additional training aides as needed that are not known at this time. We estimate one purchase this year (monitor, projector and/or viewing screen). This line item also appears in the Equipment Section. This is not a duplication in that some purchases may be over \$5,000 and they will be billed to the appropriate category once the final amount is determined.

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
TOTAL: Contractual and Subaward				\$0.00	\$0.00	\$0.00	\$0.00

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

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 not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
State/National/Law Enforcement Training/Conference Registration Fees	15 Registration	\$700.00	100.0000	\$10,500.00	\$9,975.00	\$525.00	\$0.00
MCSAP Vehicle Fuel	12 Months	\$22,500.00	100.0000	\$270,000.00	\$256,500.00	\$13,500.00	\$0.00
Vehicle Accessories, Maintenance and Repairs	1 Vehicle	\$27,305.00	100.0000	\$27,305.00	\$25,939.75	\$1,365.25	\$0.00
Maintenance of Computers/Laptops/ Tablets and Repairs to Equipment/Inspector Equipment	1	\$2,500.00	100.0000	\$2,500.00	\$2,375.00	\$125.00	\$0.00
Admin. Fee for MCSAP Vehicles	68 Vehicle	\$65.00	100.0000	\$4,420.00	\$4,199.00	\$221.00	\$0.00
CVSA Membership	1 Yearly	\$24,100.00	100.0000	\$24,100.00	\$22,895.00	\$1,205.00	\$0.00
PSP MCEO/MCES Contract Uniform Maintenance	47 Per Employee	\$100.00	100.0000	\$4,700.00	\$4,465.00	\$235.00	\$0.00
Training Costs	1 Yearly	\$2,000.00	100.0000	\$2,000.00	\$1,900.00	\$100.00	\$0.00
Cell Phone Service	12 Months	\$3,500.00	100.0000	\$42,000.00	\$39,900.00	\$2,100.00	\$0.00
Public Education and Outreach	1 Yearly	\$2,000.00	100.0000	\$2,000.00	\$1,900.00	\$100.00	\$0.00
Room Rentals/Facility Rentals for MCSAP Classes and Outreach Events	18 Per Rental	\$2,500.00	100.0000	\$45,000.00	\$42,750.00	\$2,250.00	\$0.00
Printing Costs for Training Materials	1 Estimated Total	\$2,000.32	100.0000	\$2,000.32	\$1,900.30	\$100.02	\$0.00
Wifi Network at CVSD	12 Month	\$672.00	100.0000	\$8,064.00	\$7,660.80	\$403.20	\$0.00
Out of Service Decals - Tractor/Trailer	1 Decal	\$4,882.36	100.0000	\$4,882.36	\$4,638.23	\$244.13	\$0.00
CVSA Decals	1 Year	\$8,500.00	100.0000	\$8,500.00	\$8,075.00	\$425.00	\$0.00
Conference Registration Fees (CVSA, COHMED)	16 Registration	\$800.00	100.0000	\$12,800.00	\$12,160.00	\$640.00	\$0.00
TOTAL: Other Costs				\$470,771.68	\$447,233.08	\$23,538.60	\$0.00

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

State/National/Law Enforcement Training/Conference Registration Fees - $15 \times \$700 = \$10,500$ - This estimated cost would cover the tuition and fees for private, approved training companies to conduct training in outside vendors within Pennsylvania. This would also cover any specific training/conference fees that may become available throughout the year but is not specifically listed or known at this time.

MCSAP Vehicle Fuel - For all MCSAP vehicles deployed in the field and CVSD (68) = average monthly expenditures $\$22,500 \times 12 = \$270,000$. The number of vehicles CVSD currently has assigned for MCSAP duties is 68.

Vehicle Accessories, Maintenance and Repairs - MCSAP vehicles Deployed in Field and CVSD - $\$27,305$. (Tires, Routine Maintenance, Repairs).

Maintenance of Computers/Laptops/Tablets and Repairs to Equipment/Inspector Equipment - $\$2,500$. This estimated cost will cover the ongoing support and maintenance of the MCSAP program computers, tablets, and MCSAP equipment.

Administrative Fee for MCSAP Vehicles - $\$4,420$. Each year the PA Department of General Services handles all the vehicle registrations for MCSAP vehicles and charges a set amount per fiscal year ($\$65$ /per vehicle). The amount shown above will cover the 68 MCSAP vehicles that are dedicated 100% to the MCSAP Program along with any prorated charges throughout the year as vehicles are turned in and new ones purchased.

CVSA Yearly Membership Dues = $\$24,100$

PSP MCES/MCEO Uniform Maintenance Allowance (47 individual's $\times \$100 = \$4,700$).

Training Costs - $\$2,000$ - This estimated cost would include outside vendors conducting MCSAP eligible training at our training facility or within Pennsylvania instead of sending employees out of state. Outside vendors are required to instruct any class that our in-state certified NTC instructors cannot. The training costs would cover their instruction fee. The training costs listed in the travel are for the actual hotel, per diem costs for our employees.

Cell Phone Service - 70 cell phones \times Average Monthly Expenses $\$50 = \$3,500 \times 12$ months = $\$42,000$. The cell phones are only used for MCSAP.

Public Education and Outreach - We participate and conduct various MCSAP outreach and educational events throughout the state. Funding would be used to purchase advertising and announcement materials for safety events. Estimated costs would be approximately $\$2,000$.

Room Rentals/Facility Rentals for MCSAP Classes and Outreach Events - At various times during the year we participate and conduct outreach events and training that have associated room rental charges. PSP also anticipates conducting New Entrant Blitz activities which will require conference room rentals. Estimated costs would include renting at least 18 rooms/facilities for these events. $18 \times \$2,500$ per rental = $\$45,000$

Printing Costs - $\$2,000.36$ - As a result of Commercial Vehicle Safety Alliance (CVSA) taking over the training, it may be necessary for us to secure a vendor for printing needs. This will include, but not be limited to, manuals, workbooks, charts, and any course material necessary to conduct certification classes.

WiFi Network - Training Room at CVSD ($\$672 \times 12$ months = $\$8,064$).

Out of Service Decals (6 x 6) - Large Adhesive Decal for the Tractor/Trailer - $4,366 \times .67 = \$2,925.22$ Out of Service Decals (6 x 4) - Static Decal for the Window - $3,970 \times .43 = \$1,707.10$

Shipping for Decals = $\$250.00$

Total for Out of Service Decals = $\$4,882.32$

CVSA Decals (average number of decals per quarter 425 Sheets $\times 5.00 = \$2,125 \times 4$ quarters) = $\$8,500$

Conference Registration Fees - $\$12,800$ COHMED - $\$800 \times 2 = \$1,600$; CVSA Spring Conference - $\$800 \times 4 = \$4,000$; CVSA Fall Conference - $\$800 \times 4 = \$4,000$; Data Quality & Systems Training - $\$800 \times 2 = \$1,600$; State Crash Reconstruction Managers Annual Meeting - $\$800 \times 2 = \$1,600$

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	\$17,447,601.00	\$918,295.00	\$18,365,896.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,754,884.00
MOE Baseline:	\$2,348,639.17

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCES (Civilian)	\$572,307.44	\$30,121.44	\$602,428.88	\$0.00
MCEO/Trainee (Civilian)	\$2,188,424.57	\$115,180.24	\$2,303,604.81	\$0.00
MCE Program Admin. (Civilian)	\$205,264.07	\$10,803.37	\$216,067.44	\$0.00
MCE Specialist (Civilian)	\$346,603.95	\$18,242.31	\$364,846.26	\$0.00
Clerical Assistant 2 (Civilian)	\$114,487.32	\$6,025.65	\$120,512.97	\$0.00
Administrative Asst. 1 (Civilian)	\$85,192.48	\$4,483.82	\$89,676.30	\$0.00
Program Analyst (Civilian)	\$199,393.84	\$10,494.41	\$209,888.25	\$0.00
FT MCI (Enlisted)	\$1,581,101.48	\$83,215.87	\$1,664,317.35	\$1,664,317.35
PT MCI (Enlisted)	\$558,370.97	\$29,387.95	\$587,758.92	\$1,763,276.76
Salary Subtotal	\$5,851,146.12	\$307,955.06	\$6,159,101.18	\$3,427,594.11
All Enf. Personnel for Grant Period	\$1,912,207.50	\$100,642.50	\$2,012,850.00	\$0.00
Overtime subtotal	\$1,912,207.50	\$100,642.50	\$2,012,850.00	\$0.00
Personnel total	\$7,763,353.62	\$408,597.56	\$8,171,951.18	\$3,427,594.11

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
64 Civilian Positions	\$4,113,276.75	\$216,488.25	\$4,329,765.00	\$0.00
37 FT Enlisted Motor Carrier Inspectors	\$2,172,907.77	\$114,363.56	\$2,287,271.33	\$2,287,271.33
294 PT Enlisted Motor Carrier Inspectors	\$767,369.23	\$40,387.85	\$807,757.08	\$2,423,271.25
OT All Civilian and Enlisted	\$1,065,290.80	\$56,067.93	\$1,121,358.73	\$0.00
Fringe Benefits total	\$8,118,844.55	\$427,307.59	\$8,546,152.14	\$4,710,542.58

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCES/MCEO/Trainee Per Diem	\$24,293.40	\$1,278.60	\$25,572.00	\$0.00
In-State CVSD/Troop Travel	\$9,167.50	\$482.50	\$9,650.00	\$0.00
Compliance Review and New Entrant Travel	\$11,001.00	\$579.00	\$11,580.00	\$0.00
CVSA Fall Conference	\$12,468.75	\$656.25	\$13,125.00	\$0.00
CVSA Spring Conference	\$12,468.75	\$656.25	\$13,125.00	\$0.00
Cooperative Hazardous Materials Enforcement Development (COHMED)	\$4,655.00	\$245.00	\$4,900.00	\$0.00
North American Inspectors Championship (NAIC)	\$5,225.00	\$275.00	\$5,500.00	\$0.00
State Crash Reconstruction Managers Annual Meeting	\$5,225.00	\$275.00	\$5,500.00	\$0.00
FMCSA Planning Meeting and ITD-PRISM Workshop	\$12,468.75	\$656.25	\$13,125.00	\$0.00
FMCSA Required/Suggested Meetings & Conferences	\$3,420.00	\$180.00	\$3,600.00	\$0.00
Basic MCSAP NAS PART A, Part B and PSP Week 3 Training	\$105,450.00	\$5,550.00	\$111,000.00	\$0.00
General Hazardous Materials	\$8,787.50	\$462.50	\$9,250.00	\$0.00
Cargo Tank Training	\$8,787.50	\$462.50	\$9,250.00	\$0.00
Other Bulk Packaging Training	\$8,787.50	\$462.50	\$9,250.00	\$0.00
Compliance Review Training	\$17,100.00	\$900.00	\$18,000.00	\$0.00
Passenger Vehicle Training	\$5,272.50	\$277.50	\$5,550.00	\$0.00
Level VI Training/Update Training	\$3,515.00	\$185.00	\$3,700.00	\$0.00
MCI, MCES, MCEO Updates	\$110,010.00	\$5,790.00	\$115,800.00	\$0.00
Annual Updates (Locals & Public Utility Commission (PUC))	\$5,700.00	\$300.00	\$6,000.00	\$0.00
Challenge Exam/Recertification	\$7,030.00	\$370.00	\$7,400.00	\$0.00
MCSAP Coordinator's Meeting	\$3,300.30	\$173.70	\$3,474.00	\$0.00
State/National/FMCSA Related Training	\$6,768.75	\$356.25	\$7,125.00	\$0.00
Data Quality Training	\$4,560.00	\$240.00	\$4,800.00	\$0.00
Mandatory Instructor Development Training and Instructor In-Service	\$3,800.00	\$200.00	\$4,000.00	\$0.00
Pennsylvania Inspectors Championship	\$6,600.60	\$347.40	\$6,948.00	\$0.00
Commercial Vehicle Crash Investigation (Level I and Level II)	\$8,740.00	\$460.00	\$9,200.00	\$0.00
Drug Interdiction Assistance Program (DIAP) Training	\$7,030.00	\$370.00	\$7,400.00	\$0.00
Electronic Logging Devices (ELD) Training	\$7,030.00	\$370.00	\$7,400.00	\$0.00
MCEO Basic Training	\$25,792.50	\$1,357.50	\$27,150.00	\$0.00
New Entrant Safety Audit Training	\$17,195.00	\$905.00	\$18,100.00	\$0.00
Travel total	\$471,650.30	\$24,823.70	\$496,474.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Vehicles	\$359,060.10	\$18,897.90	\$377,958.00	\$0.00
Cargo Bedslides for Vehicles	\$22,604.30	\$1,189.70	\$23,794.00	\$0.00
Training Aides/Audio Visual Equipment	\$9,500.00	\$500.00	\$10,000.00	\$0.00
Equipment total	\$391,164.40	\$20,587.60	\$411,752.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Computers/Laptops/Tablets and associated hardware and software	\$40,493.75	\$2,131.25	\$42,625.00	\$0.00
Cell Phone Replacement Costs (Per State Replacement Policy)	\$1,425.00	\$75.00	\$1,500.00	\$0.00
Inspector Equipment	\$43,470.10	\$2,287.90	\$45,758.00	\$0.00
Office Supplies	\$13,680.00	\$720.00	\$14,400.00	\$0.00
Portable Inspection Signs	\$1,900.00	\$100.00	\$2,000.00	\$0.00
Light Bars for MCSAP Vehicles	\$9,975.00	\$525.00	\$10,500.00	\$0.00
Uniforms (BDU's, Shirts, Hats, Belts, Holsters)	\$42,750.00	\$2,250.00	\$45,000.00	\$0.00
Regulations	\$41,325.00	\$2,175.00	\$43,500.00	\$0.00
New Vehicle Supplies	\$57,486.40	\$3,025.60	\$60,512.00	\$0.00
Training Aides/Audio Visual Equipment for Training Room/Classes	\$2,850.00	\$150.00	\$3,000.00	\$0.00
Supplies total	\$255,355.25	\$13,439.75	\$268,795.00	\$0.00

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

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
State/National/Law Enforcement Training/Conference Registration Fees	\$9,975.00	\$525.00	\$10,500.00	\$0.00
MCSAP Vehicle Fuel	\$256,500.00	\$13,500.00	\$270,000.00	\$0.00
Vehicle Accessories, Maintenance and Repairs	\$25,939.75	\$1,365.25	\$27,305.00	\$0.00
Maintenance of Computers/Laptops/Tablets and Repairs to Equipment/Inspector Equipment	\$2,375.00	\$125.00	\$2,500.00	\$0.00
Admin. Fee for MCSAP Vehicles	\$4,199.00	\$221.00	\$4,420.00	\$0.00
CVSA Membership	\$22,895.00	\$1,205.00	\$24,100.00	\$0.00
PSP MCEO/MCES Contract Uniform Maintenance	\$4,465.00	\$235.00	\$4,700.00	\$0.00
Training Costs	\$1,900.00	\$100.00	\$2,000.00	\$0.00
Cell Phone Service	\$39,900.00	\$2,100.00	\$42,000.00	\$0.00
Public Education and Outreach	\$1,900.00	\$100.00	\$2,000.00	\$0.00
Room Rentals/Facility Rentals for MCSAP Classes and Outreach Events	\$42,750.00	\$2,250.00	\$45,000.00	\$0.00
Printing Costs for Training Materials	\$1,900.30	\$100.02	\$2,000.32	\$0.00
Wifi Network at CVSD	\$7,660.80	\$403.20	\$8,064.00	\$0.00
Out of Service Decals - Tractor/Trailer	\$4,638.23	\$244.13	\$4,882.36	\$0.00
CVSA Decals	\$8,075.00	\$425.00	\$8,500.00	\$0.00
Conference Registration Fees (CVSA, COHMED)	\$12,160.00	\$640.00	\$12,800.00	\$0.00
Other Costs total	\$447,233.08	\$23,538.60	\$470,771.68	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$17,447,601.20	\$918,294.80	\$18,365,896.00	\$8,138,136.69
Total Costs Budgeted	\$17,447,601.20	\$918,294.80	\$18,365,896.00	\$8,138,136.69

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	\$17,447,601.00	\$918,295.00	\$18,365,896.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$2,754,884.00
MOE Baseline:	\$2,348,639.17

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$5,851,146.12	\$307,955.06	\$6,159,101.18	\$3,427,594.11
;;;Overtime Subtotal	\$1,912,207.50	\$100,642.50	\$2,012,850.00	\$0.00
Personnel Total	\$7,763,353.62	\$408,597.56	\$8,171,951.18	\$3,427,594.11
Fringe Benefits Total	\$8,118,844.55	\$427,307.59	\$8,546,152.14	\$4,710,542.58
Travel Total	\$471,650.30	\$24,823.70	\$496,474.00	\$0.00
Equipment Total	\$391,164.40	\$20,587.60	\$411,752.00	\$0.00
Supplies Total	\$255,355.25	\$13,439.75	\$268,795.00	\$0.00
Contractual and Subaward Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Costs Total	\$447,233.08	\$23,538.60	\$470,771.68	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$17,447,601.20	\$918,294.80	\$18,365,896.00	\$8,138,136.69
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$17,447,601.20	\$918,294.80	\$18,365,896.00	\$8,138,136.69

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? Christopher L. Paris
2. What is this person's title? Pennsylvania State Police Commissioner
3. Who is your Governor's highway safety representative? Michael B. Carroll
4. What is this person's title? Pennsylvania Dept. of Transportation Secretary

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

- Yes
- Yes, uploaded certification document
- No

State Certification declaration:

I, Christopher L. Paris, Pennsylvania State Police Commissioner, on behalf of the Commonwealth of PENNSYLVANIA, 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 Commonwealth satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

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

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

1. What is the name of your certifying State official? Christopher L. Paris
2. What is the title of your certifying State official? Pennsylvania State Police Commissioner
3. What are the phone # and email address of your State official? cparis@pa.gov

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

- Yes
- Yes, uploaded certification document
- No

I, Christopher L. Paris , certify that PENNSYLVANIA has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the Commonwealth'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 Commonwealth laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

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

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

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

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

Yes No

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

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
House Bill 1284	02/12/2024	Multiple (See Attachment)	See Summarized Attachment

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

Yes No

Civilian - Fringe Benefits

Bi Weekly Average Salary	Bi Weekly Percentage Benefits (52.9980%)	Bi Weekly Pay Period Benefits (\$946.75)	Total Benefits	Average Bi Weekly Benefit Percentage
\$2,254.68	\$1,194.94	\$946.75	\$2,141.69	94.99%
				15.83%
				110.82%

Plus (Average Leave)

Total Fringe Benefits

Bi Weekly Percentage Benefits:

Social Security	6.20%
Medicare	1.45%
Workers Comp.	1.5580%
Leave Payout	4.19%
Retirement	39.60%

Total 52.9980%

Bi Weekly Pay Period Benefits:

Health Insurance-Active	\$ 668.00
Health Insurance-Annuitant	\$ 275.00
Life Insurance	\$ 3.75

Total \$ 946.75

Enlisted - Fringe Benefits

Bi Weekly Percentage Benefits:

Medicare	1.45%
Workers Comp.	1.5580%
Leave Payout	4.19%
Retirement	51.23%

Total **58.4280%**

Bi Weekly Pay Period Benefits:

Health Insurance-Active	\$ 1,175.00
Health Insurance-Annuitant	\$ 1,795.00
Life Insurance	\$ 3.75

Total **\$ 2,973.75**

Bi Weekly Average Salary	Bi Weekly Percentage Benefits 58.4280%)	Bi Weekly Pay Period Benefits (\$2,378.75)	Total Benefits	Average Bi Weekly Benefit Percentage
\$3,764.05	\$2,199.26	\$2,973.75	\$5,173.01	137.43%



2025 – 2026

BUDGET INSTRUCTIONS

Office of the Budget

M110.1

August 2024

**EMPLOYEE BENEFIT FACTORS, SALARIED COMPLEMENT, AND OTHER
PERSONNEL COSTS**
TABLE E

Type of Benefit	Dollars Per Funded Pay Period	Percentage	Comments
Health Benefits			
Active Employee	\$668		The health rates are applied per active employee.
Annuitant	\$275		
State Police Enlisted	\$1,175		
State Police Annuitant	\$1,795		
Social Security		6.20%	For 2025, 6.20% up to about \$174,900 for survivors and old age retirement and 1.45% for Medicare.
Medicare		1.45%	For 2025, 6.20% up to about \$174,900 for survivors and old age retirement and 1.45% for Medicare.
Life Insurance	\$3.75		Billed at \$0.226 per \$1,000 of payroll per month up to the \$40,000 salary limit.
Workers' Compensation Unemployment		To be calculated	Rate ranges based on agency experience as per Table F. Agencies are billed for actual claims. See instructions for information on calculating unemployment compensation costs.
Leave Payouts		1.58% Corrections 0.88% Human Services 2.28% Transportation 4.19% State Police 2.28% All Other Agencies	

RETIREMENT RATES
TABLE F

Class	Category	Category Description	Average Rate
A	0	All Others - Age 60 Retirement	31.15%
A	1	Age 50 Retirement	35.07%
A	2	Legislators	35.07%
A	3	Judges	31.15%
A	4	Magisterial District Judges	31.15%
A	5	State Police Officers	57.68%
A	6	Liquor Control Enforcement Officers	35.07%
A	7	Capitol Police/Park Rangers	33.30%
A	8	Enforcement Officers (Attorney General/Probation & Parole/Fish & Boat)	35.07%
AA	0	All Others - Age 60 Retirement	39.60%
AA	1	Age 50 Retirement	44.38%
AA	2	Legislators	44.38%
AA	6	Liquor Control Enforcement Officers	44.38%
AA	7	Capitol Police/Park Rangers	40.50%
AA	8	Enforcement Officers (Attorney General/Probation & Parole/Fish & Boat)	44.38%
A3	0	All Others - Age 65 Retirement	26.58%
A3	1	Age 55 Retirement	30.15%

Class	Category	Category Description	Average Rate
A3	2	Legislators	30.15%
A3	5	State Police Officers	51.23%
A3	6	Liquor Control Enforcement Officers	30.15%
A3	7	Capitol Police/Park Rangers	27.66%
A3	8	Enforcement Officers (Attorney General/Probation & Parole/Fish & Boat)	30.15%
A4	0	All Others - Age 65 Retirement	26.58%
A4	1	Age 55 Retirement	30.15%
A4	2	Legislators	30.15%
A4	5	State Police Officers	51.23%
A4	6	Liquor Control Enforcement Officers	30.15%
A4	7	Capitol Police/Park Rangers	27.66%
A4	8	Enforcement Officers (Attorney General/Probation & Parole/Fish & Boat)	30.15%
A5	0,3,4	Class A-5 Hybrid	18.70%
A6	0,3,4	Class A-6 Hybrid	18.70%
DC	0,3,4	Defined Contribution Plan Only	18.65%
D4	2	Legislators	47.71%
E1	3	Judges	51.64%
E2	4	Magisterial District Judges	51.64%

OTHER PERSONNEL COSTS
TABLE G

For other than general classes, make adjustments consistent with rates shown on list of employee benefits. Some commitment items may receive different employee benefits than shown below (for example, wage employees may be eligible for all benefits if considered full time). Adjust projections as necessary.

Commitment Item	Title	Benefits Applied
6112000	Salaries Shift Differential	Social Security, Medicare, Retirement, Workers' Compensation
6113000	Salaries Higher Class Pay	Social Security, Medicare, Retirement, Workers' Compensation
6121000	Wages-Regular Hours (varies by employee)	Social Security, Medicare, Workers' Compensation (may be eligible for all benefits if permanent and, in some cases, retirement).
6122000	Wages-Shift Differential	Social Security, Medicare, Workers' Compensation (in some cases, retirement may apply).
6123000	Wages-Higher Class Pay	Social Security, Medicare, Workers' Compensation (in some cases, retirement may apply).
6131000	Overtime Hours Straight	Social Security, Medicare, Retirement, Workers' Compensation
6161000	Litigation Arbitration Payouts (varies)	Depending on the payouts, benefits may not apply.
6163000	Rewards and Bonuses (varies)	Social Security, Medicare, Workers' Compensation (in some cases, retirement may apply).
6164000	Allowances	Social Security, Medicare, Workers' Compensation

WORKERS' COMPENSATION RATES
TABLE H

Individual agency rates are calculated by modifying the composite rate for the Commonwealth by several factors. One factor provides a basic underwriting charge for each agency based on payroll; another is a loss factor based on each agency's share of losses; and a third factor is a charge which is dependent on the increase or decrease in an agency's losses over time.

Positive loss prevention and control measures by each agency will contribute toward holding the line in the future on both Commonwealth total losses and individual agency experience.

These rates will be applied to both state and federal programs for the entire 2025-26 fiscal year.

Factors below are shown as decimals.

Governor's Office.....	0.00300	Health	0.00494
Executive Offices.....	0.00300	Health Care Cost Containment Council.....	0.00300
Lt. Governor's Office.....	0.01329	Historical and Museum Commission	0.01293
Attorney General	0.00967	Human Services	0.02787
Auditor General	0.01003	Infrastructure Investment Authority.....	0.00300
Treasury	0.00300	Insurance.....	0.00300
Aging	0.00300	Labor and Industry.....	0.00300
Agriculture	0.01247	Liquor Control Board	0.02059
Banking and Securities.....	0.00300	Military and Veterans Affairs.....	0.01891
Civil Service Commission	0.00300	Milk Board.....	0.00358
Community and Economic Development	0.00300	Municipal Retirement System.....	0.00300
Conservation and Natural Resources.....	0.02514	Philadelphia Regional Port Authority	0.01859
Corrections	0.02166	Public School Employees' Retirement.....	0.00300
Drug and Alcohol Programs	0.00300	Public Utility Commission	0.00300
Education.....	0.00300	Revenue	0.00339
Emergency Management Agency	0.00300	State	0.00300
Environmental Hearing Board	0.00300	State Employees' Retirement System	0.00300
Environmental Protection	0.00621	State Police	0.01558
Ethics Commission	0.00300	Thaddeus Stevens.....	0.00300
Fish and Boat Commission.....	0.02133	Transportation	0.01981
Game Commission.....	0.01992	Legislature - House	0.00300
Gaming Control Board.....	0.00300	Legislature - Senate	0.00300
General Services	0.01139	Legislature - Other Agencies	0.00300

FY 2025 Certification of MCSAP Conformance (Commonwealth Certification)

I, Christopher L. Paris, Commissioner, on behalf of the Commonwealth of Pennsylvania, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The Commonwealth has designated the Pennsylvania State Police as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the Commonwealth for the grant sought and Pennsylvania State Police and the Pennsylvania Public Utility Commission to perform defined functions under the CVSP.
2. The Commonwealth has assumed responsibility for and adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
3. The Commonwealth will cooperate in the enforcement of financial responsibility requirements under 49 C.F.R. part 387.
4. The Commonwealth will enforce registration (i.e., operating authority) requirements under 49 U.S.C §§ 13902 and 31134 by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
5. The laws of the Commonwealth provide the Commonwealth's enforcement officials right of entry (or other method the Commonwealth may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved.
6. The Lead Commonwealth Agency and any subrecipient of MCSAP funds have the legal authority, resources, and qualified personnel necessary to enforce the Commonwealth's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
7. The Commonwealth has undertaken efforts to emphasize and improve enforcement of Commonwealth and local traffic laws as they pertain to CMV safety.
8. The Commonwealth will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the Commonwealth's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
9. The Commonwealth will maintain the maintenance of effort required under 49 C.F.R. § 350.225.
10. The Commonwealth requires that all reports required in the CVSP be available to FMCSA upon request, meets the reporting requirements, and uses the forms for recordkeeping, inspections, and investigations that FMCSA prescribes.

11. The Commonwealth implements performance-based activities, including deployment and maintenance of technology, to enhance the efficiency and effectiveness of CMV safety programs.
12. The Commonwealth dedicates sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data are collected and reported, and to ensure the Commonwealth's participation in a national motor carrier safety data correction system prescribed by FMCSA.
13. The Commonwealth will ensure that the Lead Commonwealth Agency will coordinate the CVSP, data collection, and information systems with the Commonwealth highway safety improvement program under 23 U.S.C. § 148(c).
14. The Commonwealth will ensure participation in information technology and data systems as required by FMCSA for jurisdictions receiving MCSAP funding.
15. The Commonwealth will ensure that information is exchanged with other States in a timely manner.
16. The laws of the Commonwealth provide that the Commonwealth will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
17. The Commonwealth will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
18. The Commonwealth will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
19. The Commonwealth will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
20. The Commonwealth will address activities in support of the national program elements listed in 49 C.F.R. § 350.203.
21. The Commonwealth will ensure that detection of criminal activities and CMV size and weight enforcement activities described in 49 C.F.R. § 350.227(b) funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
22. The Commonwealth will ensure that violation sanctions imposed and collected by the Commonwealth are consistent, effective, and equitable.

23. The Commonwealth will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
24. The Commonwealth has in effect a requirement that registrants of CMVS demonstrate their knowledge of the applicable FMCSRs, HMRs, or compatible Commonwealth laws, regulations, standards, and orders on CMV safety.
25. The Commonwealth will transmit to its roadside inspectors at the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 C.F.R. §§ 390.32 and 390.25 as provided to the Commonwealth by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
26. Except for a territory of the United States, the Commonwealth will conduct safety audits of interstate and, at the Commonwealth's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The Commonwealth must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. §31144(g) on its behalf, and the Commonwealth remains solely responsible for the management and oversight of the activities.
27. The Commonwealth will fully participate in the performance and registration information systems management program under 49 U.S.C. §31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
28. The Commonwealth will ensure that it cooperates in the enforcement of hazardous materials safety permits issued under subpart E of part 385 of this subchapter by verifying possession of the permit when required while conducting vehicle inspections and investigations, as applicable.
29. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
30. In the case that a Commonwealth meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the Commonwealth agrees to comply with the requirements established in 49 C.F.R. subpart D.

Date 07/19/24

Signature Col. Christopher L. Davis

Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, Christopher L. Paris, on behalf of the Commonwealth of Pennsylvania have the authority to make the following certification on behalf of the Commonwealth. I certify that the Commonwealth has conducted the annual review required by 49 C.F.R. section 350.303 of its laws, regulations, standards, and orders on commercial motor vehicle (CMV) safety and that the Commonwealth's safety laws, regulations, standards, and orders on CMV safety are compatible with the Federal Motor Carrier Safety Regulations (49 C.F.R. parts 390, 391, 392, 393, 395, 396, and 397) and the Hazardous Material Regulations (49 C.F.R. parts 107 (subparts F and G only), 171-173, 177, 178, and 180), except as may be determined by the Administrator to be inapplicable to a Commonwealth enforcement program.

For the purpose of this certification, *compatible* means Commonwealth laws, regulations, standards, and orders on CMV safety that:

- (1) As applicable to interstate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) If in addition to or more stringent than the FMCSRs, have a safety benefit, do not unreasonably frustrate the Federal goal of uniformity, and do not cause an unreasonable burden on interstate commerce when enforced;
- (2) As applicable to intrastate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) Fall within the limited variances from the FMCSRs allowed under 49 C.F.R. sections 350.305 or 350.307; and
- (3) As applicable to interstate and intrastate commerce involving the movement of hazardous materials, are identical to the HMRs.

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

Signature of Certifying Official: Col. Christopher L. Paris

Title of Certifying Official: Commissioner

Date of Certification: 07/19/24

**Certification of Motor Carrier Safety Assistance Program (MCSAP) Conformance
(Commonwealth Certification Addendum)**

The Commissioner of the Pennsylvania State Police is delegated signature authority for the Commonwealth of Pennsylvania MCSAP Certification in 2023 and subsequent years unless rescinded.

Date: 08/01/2023

Location: Harrisburg, PA



JOSH SHAPIRO
Governor
Commonwealth of Pennsylvania

PERCENTAGE/PROJECTIONS
(Used for updated FY 2025 Grant Funding)

OT Fringe Benefits

	%
Civilian*	53.00%
Enlisted*	58.43%
Average	55.71%

*Rounded to nearest hundredth

House Bill 1284 - Act 38 of 2023 - Automated Speed Enforcement

On December 14, 2023, the Governor of the Commonwealth of Pennsylvania signed Act 38 into law amending portions of Pa.C.S. Title 75 (Vehicles). Act 38 clarifies some of the provisions of section 3369 for automated speed enforcement systems in active work zones and removes the deadline and reference to pilot program in section 3370 for automated speed enforcement on designated highways. Act 38 creates sections 3370.1 allowing for a study to expand automated speed enforcement on locally own municipal roadways, and section 3371 establishing a pilot program for automated speed enforcement in designated school zones. Act 38 of 2023 was in full effect by February 12, 2024.

<https://www.legis.state.pa.us/cfdocs/legis/li/uconsCheck.cfm?yr=2023&sessInd=0&act=38>