

# eCVSP

## TEXAS

### *Commercial Vehicle Safety Plan*

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

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

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

## **FINAL CVSP**



**U.S. Department of Transportation  
Federal Motor Carrier Safety Administration**

## Part 1 - MCSAP Overview

### Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.209](#), [350.211](#) and [350.213](#). The lead agency must submit the State's CVSP to FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year performance-based plan or annual update each year to receive MCSAP funds.

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview (FY 2024 - 2026)
- Part 2: Crash Reduction and National Program Elements (FY 2024 - 2026)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2024 - 2026)
- Part 4: Financial Information (FY 2025)
- Part 5: Certifications and Documents (FY 2025)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit either a 3-year plan or an Annual Update. As used within the eCVSP, the term 'State' means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

#### REMINDERS FOR FY 2025:

**Multi-Year plans-** All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

**Annual Updates for Multi-Year plans-** States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If "**Yes**" is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "**No**" is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2024 plans. States must carefully review and update this information to reflect FY 2025 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2025 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

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

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

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

## Part 1 Section 2 - Mission/Goal Statement

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

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

### Instructions:

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

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

The objective of the Commercial Vehicle Enforcement Service is to reduce commercial motor vehicle accidents through the enforcement of Motor Carrier Safety Regulations; to protect the state highways from unnecessary damage by securing compliance with state laws regulating the weight of commercial vehicles; to ensure equitable payment of commercial vehicle registration fees by enforcement of registration laws; to protect the rights, privileges, and safety of the general public in the use of the public highway system by securing compliance with traffic laws and regulations applicable to the operation of all vehicles.

The mission and responsibility of the Commercial Vehicle Enforcement Service is weighing and checking commercial vehicle traffic operating over the public highways of this state so that compliance with the statutory provisions of law regulating weight, motor carrier safety, registration, transportation of persons, hazardous material and other property can be obtained. It has joint responsibility with the Highway Patrol Service to conduct traffic and criminal law enforcement primarily on rural highways.

Additionally, the Motor Carrier Bureau is to provide administrative support applicable to the Commercial Vehicle Enforcement Service relative to safety and records. The program consists of the following sections:

- a. Motor Carrier Safety Section will provide statistical data from Commercial Vehicle Enforcement activity reports by maintaining CVE- 3's (arrest tickets), trooper weekly reports, inspection reports, and dispositions; and provide the support to administer the motor carrier safety regulations.
- b. Motor Carrier Compliance Audit Section will perform the administrative function of the enforcement of the Motor Carrier Safety and Hazardous Materials Regulations.

The Texas Department of Public Safety will continue to train county and municipal law enforcement agencies to assist in its efforts to aggressively accomplish the stated goals.

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

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

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

**Instructions:**

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

Yes	No	CVSP Initiative Questions
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input type="radio"/>	<input checked="" 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 State of Texas has a comprehensive commercial vehicle safety program that includes driver/vehicle inspections, traffic enforcement, public education, data collection, compliance reviews, new entrant safety audits, border enforcement and commercial vehicle enforcement personnel training. The MCSAP grant supports two hundred and sixty nine (269) fully salaried positions, eighty eight (88) of which are full time commissioned personnel. The duties of these full time employee positions (FTEs) are specified in this grant proposal's personnel budget.

The main focus of the Department of Public Safety's (DPS) enforcement program continues to be roadside inspections. By incorporating the appropriate blend of the various levels of inspection in the program, the Department has been able to make a significant improvement in the overall safety condition of commercial motor vehicles (CMVs) operating in the state. The Department conducts all inspections in accordance with the Commercial Vehicle Safety Alliance (CVSA) standards. This policy helps to ensure the uniformity and quality of all inspections conducted. The Department conducts safety inspections in safe locations, always cognizant of safety for the officer, CMV drivers, and the motoring public. Traffic enforcement violations, along with all federal motor carrier safety regulation (FMCSR) violations, are noted on the MCSAP inspection report. Individual hours are charged to the MCSAP grant for time spent conducting commercial vehicle inspections, commercial vehicle traffic enforcement and out of service verification. It is the Department's policy that all MCSAP certified officers will conduct at minimum a level 3 inspection on every eligible commercial motor vehicle stopped roadside.

The Department works diligently to detect and apprehend all CMV and non-CMV drivers who are under the influence of alcohol and/or illegal drugs. All DPS officers are certified in Standardized Field Sobriety Testing (SFST) and are certified to operate the Intoxilyzer 9000 instrument. Additionally, many officers are certified ARIDE and/or DRE practitioners.

The Department of Public Safety has developed an active passenger vehicle inspection program with a goal of enhancing passenger carrier safety in Texas. The Department conducts passenger carrier inspections in accordance

with MCSAP Comprehensive Policy Version 3.1. Both Level I and V inspections are conducted during terminal and destination inspections. Because of the necessity to limit the time that a passenger vehicle is delayed during an inspection, the passenger vehicle becomes a "priority vehicle" and every effort is made to move the passenger vehicle forward so that it can be inspected as quickly as possible. The safety and comfort of the passengers traveling on a passenger vehicle that is to be placed out-of-service also becomes a priority when selecting an out-of-service location.

The Department provides significant training to commissioned and non-commissioned personnel related to required National Training Center (NTC) courses as well as training courses in relevant state regulations. The Department continues to anticipate additional training requirements as a result of a significant number of retirements and promotions in recent years. In addition, continued interest by qualified municipalities and counties to enforce the federal motor carrier safety regulations will also increase our training responsibilities. The Department will maintain an aggressive training schedule to compensate for these issues. The Department maintains a full time training staff of fourteen (14) commissioned and noncommissioned training personnel. Ten (10) of these are salaried by means of MCSAP funding. Training hours and "train the trainer" hours are budgeted under MCSAP funding for the Department's commissioned and non-commissioned inspectors.

The Department consistently maintains excellent data accuracy and timeliness. The timeliness and accuracy of crash record, inspection, and traffic enforcement data from the State of Texas to MCMIS continues to progress positively. The Department's Motor Carrier Bureau, in partnership with FMCSA Technical Support, continues to work to ensure we maintain the highest possible data quality standards. In addition, the Department maintains procedures for data entry personnel to research carrier information to ensure crashes are correctly designated. Monthly reviews of our State Safety Data Quality (SSDQ) statistics, as well as strict procedural requirements, have helped us maintain "good" and "No Flag" crash and inspection data quality ratings.

The Department continues to provide education and outreach programs to the motoring public. Public education and awareness activities are seen as essential to augmenting the level of compliance with various safety regulations. This program supplements the Department's increased emphasis placed on the compliance review program as well as the opening of the US-Mexico border to Mexican carriers who are less familiar with the FMCSRs. The Department's Public Education and Awareness contacts cover various topics through informal brochures entitled, "A Texas Motor Carrier's Guide to Highway Safety", "Driver and Vehicle Requirements for Commercial Transportation", "Hazardous Material Transportation", and "A Texas Guide to Farm Vehicle Compliance." These documents are periodically reviewed and updated with the latest changes and additions to state and federal laws and requirements.

The Compliance Review (CR) Program is a valuable part of our overall strategy. Originally implemented in FY 1993, the current program consists of compliance reviews of motor carrier operations, filing of enforcement cases as warranted, the assessment of administrative penalties for violations, and the administrative review of the enforcement cases within the Department's administrative hearing process. The Department's Compliance Review program, including the appeal process and fine structure, mirrors the FMCSA CR program, utilizing the Compliance Analysis and Performance Review Information (CAPRI) and Uniform Fine Assessment (UFA) programs. As of the FY 2018 consolidation of the MCSAP and New Entrant programs, the Department has had and continues to have seventy eight non-commissioned investigators certified to conduct compliance reviews. Of these seventy eight investigators, only twenty three will be completely salaried by MCSAP funding. Individual hours are charged for time spent conducting compliance reviews and audits for state funded inspectors. The Department has developed a comprehensive Commercial Vehicle Enforcement Compliance Review Program Policy Manual (MCS-15) that provides detailed guidance for the Department's investigators. This Manual provides uniformity with the Electronic Field Operations Training Manual (eFOTM) distributed by the Federal Motor Carrier Safety Administration and includes additional guidance on state laws.

The New Entrant Safety Assurance Program is designed to improve the safety performance of new entrant motor carriers by providing educational and technical assistance to new motor carriers as they begin their new business in the motor carrier industry. The safety audit will be used to both educate the new carrier on compliance with the federal motor carrier safety regulations and hazardous material regulations, and to determine areas where the carrier might be deficient in terms of compliance. To accomplish this objective, each new entrant motor carrier will receive a safety audits. The majority of Texas State funded compliance review investigators have been cross trained to conduct new entrant safety audits as well. Individual hours may be billed for time spent conducting new entrant audits for state funded inspectors.

In FFY 2002, the Texas DPS and FMCSA first entered into a cooperative agreement to provide for infrastructure to support the commercial vehicle safety inspection personnel at the Texas-Mexico border. Since the time of that initial agreement DPS has continued to make periodic manpower adjustments to ensure that our border inspection personnel are stationed where the maximum number of vehicles can be inspected and appropriate supervisory span

of control is maintained. The Texas DPS believes that our border staffing supports our general commercial vehicle enforcement activities conducted under the Texas Commercial Vehicle Safety Plan (CVSP) and also encompasses the goals and objectives of the FMCSA's Texas Division's Safety Plan. The Department's primary mission at the Texas-Mexico border is:

- To ensure public safety and security;
- To prevent the premature and unnecessary deterioration of the state highway infrastructure;
- To ensure compliance with all state and federal regulations governing commercial vehicles and their drivers;
- To create an environment that promotes vital and safe commerce in Texas and throughout the United States;
- Encourage the Mexican trucking industry to take a greater participatory role in resolving transportation safety issues.

All Department CVE enforcement personnel are trained to enforce Federal Motor Carrier Safety Administration (FMCSA) interstate and intrastate operating authority and insurance requirements. Operating authority, registration, and insurance enforcement activities are performed during traffic enforcement stops and roadside inspections. Roadside verifications of credentialing documents are obtained through the DPS Communications Service which has access to the FMCSA SAFER System and the Texas Department of Transportation's Motor Carrier Database. In addition, the Department has implemented in-car wireless communications which provide real-time verification of a motor carrier's federal carrier Out of Service (OOS) status, operating authority, commercial driver license status, registration, and insurance during each roadside inspection.

Finally, the Department places a strong emphasis on the interception of illegal contraband being transported by commercial motor vehicles. The Texas Highway Patrol (THP) continues to lead the nation in seizing controlled substances and other assets derived from illegal drug trafficking in commercial motor vehicles. A successful criminal interdiction program begins with the initial traffic stop. All Department officers are trained to look beyond the initial traffic stop for indicators of criminal behaviors and activities.

The Department's commercial vehicle enforcement programs continue to maintain financial strength. The Department believes current MCSAP funding along with matching state funding is sufficient to implement the national and state specific program activities as long as funding is provided in a timely manner.

**Part 1 Section 4 - MCSAP Structure**

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

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

**Instructions:**

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

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

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

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

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

Lead Agency Information	
Agency Name:	TEXAS DEPARTMENT OF PUBLIC SAFETY
Enter total number of personnel participating in MCSAP activities	754
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	720
Traffic Enforcement Activities	631
Investigations*	78
Public Education and Awareness	754
Data Collection and Reporting	5
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

<b>Non-funded Agency Information</b>	
Total number of agencies:	73
Total # of MCSAP Participating Personnel:	276

## Part 2 - Crash Reduction and National Program Elements

### Part 2 Section 1 - Overview

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

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

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

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

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

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

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

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

## Part 2 Section 2 - CMV Crash Reduction

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

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

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

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

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

### Trend Analysis for 2018 - 2022

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

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

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

**ALL CMV CRASHES**

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2021	09/30/2022	834	636	701
10/01/2020	09/30/2021	883	642	781
10/01/2019	09/30/2020	680	577	608
10/01/2018	09/30/2019	743	563	655
10/01/2017	09/30/2018	670	589	570

**MOTORCOACH/PASSENGER CARRIER CRASHES**

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2021	09/30/2022	13	5	12
10/01/2020	09/30/2021	14	12	13
10/01/2019	09/30/2020	15	13	13
10/01/2018	09/30/2019	22	14	21
10/01/2017	09/30/2018	6	6	6

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

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

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

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2021	09/30/2022	29	6	19
10/01/2020	09/30/2021	14	6	13
10/01/2019	09/30/2020	7	10	7
10/01/2018	09/30/2019	22	14	21
10/01/2017	09/30/2018	24	36	16

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

Texas DPS Crash Database snapshot 09/01/23.

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

The overall crash reduction goal for the FY 2021-2023 period was defined as a one percent reduction in the number of fatality crashes based on each previous year. In FY 2021 the fatality crash reduction goal was to be no greater than 642 and the final outcome was 781 crashes. The large increase in fatal crashes was seen to be a result of the Texas economy fully opening after COVID shutdowns and a large increase in traffic on Texas highways compared to the previous year. After the extremely deadly year in FY 2021, the State did see a significant reduction in fatal crashes in FY 2022 when the total was 701. Through three quarters of FY 2023, the State was on pace to see another significant reduction over the FY 2022 numbers.

The passenger vehicle crash reduction goal for the FY 2021-2023 period was defined as a five percent reduction in the overall number of fatality crashes per year based on each previous year. In FY 2021 the goal was to be no greater than 12 crashes and the final outcome was only 13 crashes, barely missing the goal. FY 2022 saw an increase to 19 fatal crashes. FY 2023 totals are inconclusive at this point.

While the state continues to track overall number of hazardous material (HM) spill related CMV fatality crashes, it is observed that crashes have increased in pace with the number of non-HM fatality counts. As such, the state does not have a specific hazardous materials safety problem that warrants a separate program or individual strategies and so does not set a hazardous material incident reduction goal. For the purpose of this Crash Reduction Section, the motor coach goal of a 5% reduction has been displayed for tracking purposes only.

At FMCSA's request, the state also evaluated construction work zone related crash and fatality crash statistics and finds that only one such incident has occurred in the last three years. As such, Texas will not be including a state specific objective to address this national problem.

The numbers reported for each period represented the overall number of fatality crashes and did not take in to account vehicle miles travelled (VMT). While Texas VMT may be a more precise measurement, the effect on the overall statistics at these levels becomes negligible due to the enormous number of miles already established in the state.

Texas' growth related to a more robust than average economy, ever expanding trade with Mexico, high speed limits and the strong energy sector are believed to contribute to an increase in crashes that enforcement efforts struggle to keep pace with.

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

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

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

The State of Texas leads the nation in fatal crashes involving commercial motor vehicles.

Texas has one of the fastest growing populations in the country. Texas' growth related to a more robust than average economy, rapidly increasing urban populations, ever expanding trade with Mexico, high speed limits and the strong energy sector are believed to contribute to crash rates that enforcement efforts are strained to keep pace with.

The previous overall CMV related crash reduction goal, to reduce commercial motor vehicle fatality crashes by one percent each fiscal year based on the previous year, will continue in the 2024-2026 period. For FY 2023 the state exceeded the 1% goal and is track for another reduction in FY 2024.

Similarly, the previous overall CMV related motor coach crash reduction goal, to reduce commercial motor vehicle fatality crashes by five percent each fiscal year based on the previous year, will continue in the 2024-26 period. The state continues to examine the factors contributing to these crashes to bring our numbers down.

While the state continues to track overall numbers of hazardous material (HM) related CMV fatality crashes, it is observed that these crashes trend similarly to non-HM fatality crashes. As such, the state does not have a specific hazardous materials safety problem that warrants a separate program or individual strategies and so does not set a hazardous material incident reduction plan.

**Enter the data source and capture date:**  
Texas DPS Crash Database snapshot 7/1/2024.

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

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

Fiscal Year	Annual Crash Reduction Goals
2024	687
2025	680
2026	673

To reduce commercial motor vehicle fatality crashes by one percent each fiscal year during the 3-year period from 2024 – 2026. The goal each year of the FY 2024-2026 period will be based on the previous year. If we manage to achieve the intended goal of a one percent reduction in the number of fatality crashes, then FY 2025 should see no more than 680 crashes based on the 687 that occurred in FY 2024. That number should then decline by an additional one percent each successive year (FY 2024 = 687, FY 2025 = 680, FY 2026 = 673).

**Program Activities for FY 2024 - 2026: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.** The Department will assign the 406 CVE troopers and 225 NAS (North American Standardized) certified HP troopers to conduct routine inspection/enforcement activities both on the roadside and at stationary inspection facilities. The state will utilize 144 civilian certified inspectors at facilities located on the border and the interior of Texas.

Inspection and traffic enforcement activities will be conducted every day of the week and during all hours of the day but specific manpower deployments will be assigned by supervisors based on commercial motor vehicle travel patterns and the needs of specific areas. Task force operations will be utilized to address specific problem areas and high crash corridors.

Texas' 78 investigators will complete focused and comprehensive compliance reviews and some will conduct interstate new entrant audits.

All of the Department's commissioned CVE troopers as well as the non-commissioned investigators and inspectors will perform public contacts on request and by assignment as well as distribute educational materials as necessary.

The state will utilize force-multiplier technologies such as license plate readers, thermal imaging and tire anomaly systems to identify problem vehicles.

The Department will employ 2 full time programmers 3 full time database administrators to oversee the collection and submission of all crash and inspection data.

Regular training and the improvement of our training programs will remain a constant goal of the Department.

The Department acknowledges that crashes in construction zones are an issue around the state. We will continue to encourage our field personnel to dedicate a portion of their local operations to construction zones and will reach out to our local partners around the state and request that a portion of their local operations and patrols be dedicated to crash prevention in construction zones. With the addition of additional commissioned trooper positions in successive grants, the state hopes to be able to dedicate more regular patrol time to construction zones. Additionally, overtime funds will be made available to field personnel to place additional emphasis on construction zone safety.

Texas is a top 10 fatal large truck crash state. Through an analysis of statewide crash data, we have identified impairment, speed, and inattentiveness as three primary crash causes. To address these factors, we have identified the following activities to assist in reducing the fatal crash rate:

- Unsafe equipment and unqualified, fatigued, or impaired drivers are among the leading causative factors in commercial vehicle fatalities. During FY 2025 Texas anticipates conducting 425,000 roadside inspections using both department personnel and certified inspectors from our non-funded sub-recipient agencies. This includes an anticipated 250,000 inspections from Department personnel and 175,00 inspections from local agencies performing inspections under a memorandum of understanding with the Department.
- Unsafe driving behaviors also contribute to the high CMV fatality crash rate in Texas. The state anticipates conducting 12,600 roadside inspections in FY 2025 that are precipitated by a traffic violation such as speeding, following too closely, changing lanes in an unsafe manner or use of a radar detector. These efforts will occur statewide, but special emphasis will be placed on identifying these violations on high crash corridors such as IH-35.
- Carriers that routinely violate safety regulations for any reason contribute to the overall CMV fatality crash rate. In FY 2025 Texas anticipates conducting a minimum of 16 Compliance Review Investigations targeting unsafe carriers and a minimum of 2,750 New Entrant Safety Audits to ensure that new carriers are compliant with safety regulations.
- Overall manpower constraints and competing priorities for the use of certified commissioned personnel are limiting factors the state's overall safety plan. The state has invested extensively in automated pre-screening technologies to ensure that we are using our available inspector resources effectively. The state will continue this investment in FY 2025 and beyond using a combination of state funds and grant funds obtained through Innovative Technology Deployment Grants.
- Ensuring that vehicles and drivers that enter the state from Mexico are safe and qualified is a key factor in our crash reduction efforts. To that end, Texas anticipates conducting a minimum of 140,500 inspections on vehicles and drivers in international commerce during FY 2025.
- Interstate Highway 35 traverses the length of the state from north to south and crashes on this route are a major contributor to Texas's status as a top 10 CMV fatality state. The state will endeavor to reduce the fatality crash rate on IH-35 by 1% during FY 2025. To this end, we will conduct a minimum of 12 operations targeting unsafe commercial vehicles, drivers, and driving behaviors during the year.

With the additional funds made available through BIL the Department is making a concerted effort to increase staffing levels. In both the FY 2022 and FY 2023 grant periods the Department increased staffing by adding ten (10) additional commissioned CVE troopers, ten (10) additional non-commissioned inspectors and ten (10) additional CR/NESA Investigator positions. This additional staffing should allow the Department to increase our roadside inspection numbers as well as our carrier contacts toward the goal of reducing the state's CMV crash rate. These positions will be added strategically in areas with high CMV crash rates and high New Entrant populations. Many of the commissioned positions will be located on or near the IH-35 corridor allowing for additional patrol on the state's busiest highway. The investigators will be located primarily in the Houston and Dallas/Fort Worth Metroplex areas where the state is seeing the most rapid growth in new entrant motor carriers. Going forward in in FY 2024 - 2026 the State will continue to increase staffing levels, but likely at a more moderate pace as we attempt to fill and train all positions added in previous grant years.

***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.***

**Performance Measurement 1:** The Department will measure program/activity by reviewing commercial vehicle fatality crashes, fatalities, injury crashes, injuries, and total crashes.

**Performance Measurement 2:** The Department will measure and review all levels of inspection activity. This will include inspections with traffic violation and without.

**Performance Measurement 3:** The Department will measure the number of serious traffic violations detected issued to CMV and non-CMV during routine patrol and while conducting task force operations in high crash corridor locations with a focus on speeding, safety belt, and radar detector citations and warnings issued.

**Performance Measurement 4:** The Department will measure and review the numbers of carrier cargo, passenger, and HM interventions conducted for off-site reviews as well as focused and comprehensive on-site reviews.

**Performance Measurement 5:** The Department will measure the number of public contacts as well as the issuance of educational materials.

**Performance Measurement 6:** The Department will continually monitor all crash and inspection data for timeliness and accuracy.

### **Monitoring & Evaluation**

The Department will review and analyze the results of agency statistical data in all categories on a quarterly basis to identify progress and future trends. Task force operation activity will be reviewed after each project is completed to identify driver/vehicle out of service rates and other pertinent statistical data indicating the need for additional focus areas. The Department will evaluate statistical data as well as perform personnel observations to ensure compliance reviews are thorough, comprehensive, and performed in a timely manner. The Department will evaluate the number of seminars, contacts, training sessions, and hours dedicated to conducting public education and awareness activities. The Department will continue to closely monitor all SSDQ categories to maintain the "good" rating in all currently "good" categories and make every effort to improve any deficient category to a "good" status.

Quarterly program activity reports will be submitted to FMCSA detailing statistics and progress.

**Part 2 Section 3 - Roadside Inspections**

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

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

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2024 - 2026. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

**Note:** In completing the Trend Analysis table, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.

**Trend Analysis for 2018 - 2022**

Inspection Types	2018	2019	2020	2021	2022
Level 1: Full	40408	38960	30134	32295	37435
Level 2: Walk-Around	161670	153666	116901	117690	142822
Level 3: Driver-Only	11359	11761	10341	8972	8367
Level 4: Special Inspections	652	573	495	315	385
Level 5: Vehicle-Only	344	418	1077	1497	1460
Level 6: Radioactive Materials	13	1	1	2	1
<b>Total</b>	<b>214446</b>	<b>205379</b>	<b>158949</b>	<b>160771</b>	<b>190470</b>

**Narrative Overview for FY 2024 - 2026**

**Overview:**

Describe components of the State’s general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

**Enter the roadside inspection application name(s) (e.g., SafeSpect) used by the State.**

The state currently uses Versaterm to host our state specific CVE-3 roadside inspection report.

**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.**

Roadside Inspections are important in minimizing the risks related to the transportation of property, passengers and hazardous materials. Inspections can be instrumental in identifying national problems such as motor carriers placed out of service, fatigued drivers, improper commercial driver license (CDL) status or vehicle violations, which are occurring broadly across the motor carrier industry.

The Department continues to emphasize the need for all levels of inspections as part of an overall enforcement strategy. While DPS is aware that the FMCSA encourages 33 percent level 3 driver inspections be conducted, the state points out that based on Texas’ roadside inspections data, equipment violations vastly outnumber driver violations as a cause for an out of service condition by a factor of 6 to 1. Further, the time required to expand a level 3 inspection to a level 2 is not enough to infringe on an inspectors overall enforcement productivity.

The Department will ensure CVE troopers and non-commissioned inspectors are adequately trained and equipped to perform their duties in the most safe, effective, and efficient manner. Increasing the number of inspections and presence of

CMV troopers on high crash corridor highways will serve as a clear deterrent to drivers committing serious traffic violations resulting in a reduction of overall CMV crashes. The Department will conduct inspections on high crash corridor highways, those with high crash rates. In addition, CVE personnel will perform inspections within the Texas DPS Regions contiguous to the United States-Mexico border.

At full staffing, the Department has a total of 406 commissioned CVE troopers, 144 civilian inspectors and 78 civilian investigators stationed statewide that are certified to conduct all levels of inspections. Of these, 63 troopers and 124 of the civilian inspectors will be fully MCSAP funded. In addition, the Department has trained 225 Highway Patrol troopers to conduct inspections. State and MCSAP funded commissioned troopers are periodically assigned to conduct inspections at fixed stations while noncommissioned inspectors are permanently assigned to these facilities.

The state has approximately 105 locations away from the border that serve as fixed locations to conduct inspections. Of these, 9 fixed sites are scheduled to be manned at least 40 hours a week.

In FY 2023, North American certified troopers and inspectors performed a total of 245,541 inspections of levels one through six. Of these inspections, 80,008 were conducted at United States-Mexico border port of entry facilities. Texas has 72 local agencies employing 271 inspectors that perform inspection activities not supported by MCSAP funding that performed 54,825 inspections in FY 2023.

The Department has deployed a roadside inspection report application that automatically runs a computer check on a driver once the information is entered into the software application. This capability helps ensure our personnel conduct CDL verification inquiries on all of the drivers they inspect. This automation has proved to be a valuable asset to the CVE service by identifying drivers and vehicles in violation of federal out of service orders. As a matter of policy the Department confirms operating authority during all inspections.

The Department of Public Safety has developed an active passenger vehicle inspection program with a goal of enhancing passenger carrier safety in Texas. The Department conducts passenger carrier inspections in accordance with MCSAP Comprehensive Policy Version 3.1. Both Level I and V inspections are conducted during terminal and destination inspections. Because of the necessity to limit the time that a passenger vehicle is delayed during an inspection, the passenger vehicle becomes a "priority vehicle" and every effort is made to move the passenger vehicle forward so that it can be inspected as quickly as possible. The safety and comfort of the passengers traveling on a passenger vehicle that is to be placed out-of-service also becomes a priority when selecting the out-of-service location.

During roadside inspections the Department will check, verify and enforce federal out of service (OOS) orders placed on interstate and intrastate motor carriers to ensure unsafe carriers are not allowed to continue operations. In addition, the Department has deployed license plate reader technology that will assist in the identification of carriers subject to federal OOS orders.

The Department has adopted federal texting regulations by rule and enforces these laws on drivers that can be proven to be in violation. Federal cell phone laws have also been adopted related to drivers involved in interstate commerce and parallel laws have been added to our administrative code to include intrastate drivers. In addition, inspectors and investigators will attend all levels of Compliance, Safety, Accountability (CSA) training to include Electronic Logging Device (ELD) Training as well.

High crash corridor highways are identified using data updated yearly by the Texas Department of Transportation. The Department will use statistical information to assess the number of inspections conducted on high crash corridor highways as well as the number of passenger vehicles inspected. The Department will measure the number of arrests and warnings issued along with driver and vehicle out of service percentages to identify problem areas within the state. By directing focus on behaviors of both CMV and non-CMV drivers, the Department is optimistic about reducing CMV incidents of fatal and serious injury crashes by placing additional efforts on increasing the number of Level I and III inspections. The majority of our inspection efforts will be concentrated on the aggressive enforcement of state and federal laws in the vicinity of high crash corridor highways.

Texas will use a variety of methods to attempt to increase the percentage of DACH prohibited drivers by 15%. Through education of our inspectors and leveraging existing technologies to provide timely notifications of prohibited drivers, Texas feels that 15% an obtainable goal.

FMCSA encourages states to conduct 25% Level I and 33% Level III inspections of the total number of inspections conducted. Texas has historically viewed the Level II Inspection as our baseline roadside inspection. The time required to conduct a Level II vs a Level III inspections is a matter minutes and gives the state a better overall view of the fitness of the driver and vehicle. Given that a large portion of Texas CMV traffic operates in austere conditions while servicing industries such as agriculture, oil and gas production and other construction related industries, wear and tear on vehicles is greater than what might be seen in other parts of the country. Texas believes concentrating on Level II inspections gives us the

greatest opportunity to positively impact CMV safety. Roadside inspection personnel are given wide latitude in determining what level of inspection is appropriate.

Texas has projected a decrease in the number of inspections for 2024 despite an increase in personnel from 720 to 754. In recent years Texas has routinely fallen short of the projected number of inspections. In short, due to many operational considerations, Texas does fewer inspections than we used to. This is a trend that we'd like very much to reverse and we are working toward this goal, but in the mean time it makes sense to us to set goals that are more in line with recent historical data. Additionally, many of the added personnel are dedicated to the New Entrant or Compliance Review programs and thus don't have a huge effect on overall inspection numbers. DPS will continue to strive to use the additional personnel to bring our future inspection numbers back to historical levels and beyond. Again as stated, many of the personnel added are NEP or CR personnel. When looking at crash reduction from a holistic approach, we believe (and we thought FMCSA believed) that increases in our NEP and CR numbers will support crash reduction efforts. To this end, we have also dedicated a significant portion of the added funding to outsourcing some of our NEP responsibilities. This will not only allow DPS to conduct more NEP audits more quickly, but will ultimately free department personnel to conduct more compliance reviews on non-compliant carriers. Finally, DPS projects that in addition to increasing inspection and NEP/CR levels, our level of non-inspection enforcement action will increase.

**Projected Goals for FY 2024 - 2026**

**Instructions for Projected Goals:**

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

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

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

**MCSAP Lead Agency**

**Lead Agency is:** TEXAS DEPARTMENT OF PUBLIC SAFETY

**Enter the total number of certified personnel in the Lead agency:** 754

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	50000	6500	1400	57900	24.39%
Level 2: Walk-Around	155000	10000	140	165140	69.56%
Level 3: Driver-Only	12000	300	150	12450	5.24%
Level 4: Special Inspections	550	5	0	555	0.23%
Level 5: Vehicle-Only	50	5	1300	1355	0.57%
Level 6: Radioactive Materials	0	10	0	10	0.00%
<b>Sub-Total Lead Agency</b>	<b>217600</b>	<b>16820</b>	<b>2990</b>	<b>237410</b>	

**MCSAP subrecipient agency**

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

**Subrecipient is:**

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

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

**Non-Funded Agencies**

Total number of agencies:	73
Enter the total number of non-funded certified officers:	276
Enter the total number of inspections projected for FY 2025:	10000

**Summary**

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
<b>MCSAP Lead Agency: TEXAS DEPARTMENT OF PUBLIC SAFETY</b>					
<b># certified personnel: 754</b>					
<b>Subrecipient Agencies:</b>					
<b># certified personnel: 0</b>					
<b>Number of Non-Funded Agencies: 73</b>					
<b># certified personnel: 276</b>					
<b># projected inspections: 10000</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	50000	6500	1400	57900	24.39%
Level 2: Walk-Around	155000	10000	140	165140	69.56%
Level 3: Driver-Only	12000	300	150	12450	5.24%
Level 4: Special Inspections	550	5	0	555	0.23%
Level 5: Vehicle-Only	50	5	1300	1355	0.57%
Level 6: Radioactive Materials	0	10	0	10	0.00%
<b>Total MCSAP Lead Agency &amp; Subrecipients</b>	<b>217600</b>	<b>16820</b>	<b>2990</b>	<b>237410</b>	

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

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

Projected Goals for FY 2025 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	235000	0	62000	297000
Enter total number of certified personnel	760	0	250	1010
Projected Goals for FY 2026 Roadside Inspections				
Enter total number of projected inspections	245000	0	64000	309000
Enter total number of certified personnel	770	0	265	1035

**Part 2 Section 4 - Investigations**

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

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

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

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

**Trend Analysis for 2018 - 2022**

Investigative Types - Interstate	2018	2019	2020	2021	2022
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	237	318	98
CSA On-Site Focused/Focused CR	208	203	109	208	164
CSA On-Site Comprehensive	112	102	31	112	55
<b>Total Investigations</b>	<b>320</b>	<b>305</b>	<b>377</b>	<b>638</b>	<b>317</b>
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	54	164	119	115

Investigative Types - Intrastate	2018	2019	2020	2021	2022
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	1	0	1	0
CSA Off-Site	0	0	126	578	370
CSA On-Site Focused/Focused CR	75	1	2	32	68
CSA On-Site Comprehensive	1314	1137	546	219	469
<b>Total Investigations</b>	<b>1389</b>	<b>1139</b>	<b>674</b>	<b>830</b>	<b>907</b>
Total Security Contact Reviews	0	0	1	1	0
Total Terminal Investigations	0	0	107	103	83

**Narrative Overview for FY 2024 - 2026**

**Instructions:**

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

**Projected Goals for FY 2024 - 2026**

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

Projected Goals for FY 2024 - 2026 - Investigations						
Investigation Type	FY 2024		FY 2025		FY 2026	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	105	200	125	200	125	200
CSA On-Site Focused/Focused CR	180	260	200	285	220	315
CSA On-Site Comprehensive	60	530	65	605	100	665
<b>Total Investigations</b>	<b>345</b>	<b>990</b>	<b>390</b>	<b>1090</b>	<b>445</b>	<b>1180</b>
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	100	100	100	100	100	100

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

The Department will continue to assist the FMCSA in conducting interstate compliance reviews and will continue to conduct intrastate compliance reviews during FY 2024-2026 period. The Department will evaluate statistical data and provide supervisory oversight at multiple levels to ensure these reviews are thorough, comprehensive, and performed in a timely manner to achieve the projected FY 2025 goal of 1,335 compliance reviews. A 1,335 review estimate was used for the FY 2025 period. That includes 10% approximate 10% increase over FY 2022. Accounting for a precise estimate of off-site vs. on-site investigations is difficult. Off-site CRs spiked during the COVID pandemic and haven't yet returned to pre-pandemic numbers. .

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

A compliance review is used to assess the safety fitness of a motor carrier. Inspections, crashes, fatality crashes, hazardous material incidents, complaints and other data are used to help identify high risk carriers that should be reviewed. The state believes compliance reviews are very effective in identifying areas where a motor carrier is experiencing difficulties that negatively impact CMV safety. A well-balanced motor carrier safety program includes compliance reviews of motor carriers to inform them of the regulations and improve carrier operations through education and enforcement. The Department firmly believes an aggressive compliance review program will ultimately improve highway safety and reduce commercial vehicle crashes. The Department is committed to the improvement of the safety of commercial motor carriers and drivers of commercial motor vehicles and continues to fully participate in the CSA program.

All of Texas 78 investigators now complete focused and comprehensive reviews. The Department participates in all necessary training and assigns instructors and investigators to attend all work related FMCSA webinars and classroom training. The Department continues to closely coordinate training and implementation activities with the FMCSA Texas Division.

In a continuing effort to conduct more investigations, both intrastate and interstate, the Department intends to add 10 additional investigator positions during this grant period. These positions will be strategically placed in areas with the highest volume of high risk motor carriers. These additional positions, along with our proposed use contract investigators will allow us to meet or exceed the FMCSA challenge of a 20% increase in interstate investigations.

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

**Performance Measurement 1:** The Department will complete the above stated number of compliance review investigations during each year of the FY 2024-2026 periods.

**Monitoring & Evaluation:**

All investigations will be reviewed by supervisors and administration for thoroughness and accuracy. The Department will evaluate statistical data as well as perform personnel observations to ensure compliance reviews are thorough, comprehensive, and performed in a timely manner to achieve the FY 2024-2026 goals.

**Part 2 Section 5 - Traffic Enforcement**

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

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

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

**Trend Analysis for 2018 - 2022**

**Instructions:**

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2021	09/30/2022	8684	33111
10/01/2020	09/30/2021	8727	28298
10/01/2019	09/30/2020	9600	29733
10/01/2018	09/30/2019	8753	9875
10/01/2017	09/30/2018	9267	10715

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

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

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

Texas DPS Crash Database snapshot 07/1/2023.

**Narrative Overview for FY 2024 - 2026**

**Instructions:**

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

The Department will assign the 426 CVE troopers and 215 NAS certified HP troopers to conduct routine inspection/enforcement activities on high crash corridor highways. Inspection and traffic enforcement activities will be conducted every day of the week and during all hours of the day but specific manpower deployments will be assigned by supervisors based on commercial motor vehicle travel patterns and the needs of specific areas. Task force operations will be utilized to address highway crash corridors and specific problem areas. The Department has a policy that all commercial motor vehicles stopped for traffic related offenses by a MCSAP certified trooper are to be given an inspection. In addition, no MCSAP grant or state matching funds are used to directly supplement traffic enforcement without inspection.

The Department will emphasize the enforcement of speeding, safety belt and radar detector violations committed by commercial vehicle drivers as well as passenger vehicle drivers comingling with CMV's. The Department will target the illegal use of radar detectors in commercial motor vehicles through the use of radar detector-detector devices issued to enforcement personnel. In addition, CVE and THP troopers will conduct periodic task force operations targeting the aggressive driving behaviors of CMV and non-CMV drivers.

The FMCSA has challenged states to increase their traffic enforcement combined with inspection on a motor carrier by 10%. Texas will use a variety of methods to meet this challenge. First, in both FY2022 and FY2023 the Department added 10 additional commissioned troopers to our program. When fully staffed, these additional positions will be strategically placed in locations with the highest volumes of commercial traffic and the highest CMV crash rates. These increases are projected to increase through future grant cycles as well. By increasing our presence in high traffic areas, and continuing to stress the importance of traffic related inspections, the Department feels comfortable in accepting to the 10% increase. In FY 2022 Texas conducted a total of 8684 TE inspections which was approximately 1% less than FY2021. For FY 2024 - FY 2026 Texas will work towards a 5-10% increase on that total each year. It has been recently discovered that due to a data error, the State's number of inspections with TE might be historically under reported. We are working with our field supervisors and data team to ensure that all such inspections are collected and reported. .

**Projected Goals for FY 2024 - 2026**

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

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

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	10000	11000	11100
<input type="radio"/>	<input checked="" type="radio"/>	CMV Non-Inspection	0	0	0
<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)	610	610	610

**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.**

Supervisors review inspections and traffic citations for conformity with state and federal law as well as department policy and CVSA inspection procedures. Supervisors are required to regularly check commissioned and civilian inspector work habits utilizing both direct monitoring and the review of video tapes to ensure effectiveness and consistency. Supervisors provide individual coaching and training to staff having difficulty meeting required goals. The Department provides refresher training on statutory (USC) and regulatory (CFR) changes. The Department will analyze management reports regarding the quantity, quality and timeliness of traffic enforcement activities for individuals as well as the program as a whole and take action when anomalies are identified.

## Part 2 Section 6 - Safety Technology

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

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

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

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

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

### Innovative Technology Deployment (ITD)

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

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

The technology:

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

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

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

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

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

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

**Safety Technology Compliance Status**

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

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	Yes
PRISM	Enhanced Participation	Yes

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:** Texas Department of Motor Vehicles

**Enter the agency name responsible for PRISM in the State:** Texas Department of Motor Vehicles

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

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

Texas level of PRISM compliance is at Enhanced PRISM participation level.

Texas Department of Motor Vehicles (TxDMV) and the Texas Department of Public Safety (Texas DPS) are jointly responsible for the implementation and execution of the PRISM program in Texas. Texas DPS maintains responsibility for Enforcement related requirements and milestones, while TxDMV has responsibility for Registration related requirements and milestones.

TxDMV and Texas DPS have a long-standing commitment of cooperation and coordination to ensure the highest degree of program effectiveness and efficiency in achieving the program’s primary goals of identifying Texas-based motor carriers and commercial vehicle owners and holding them responsible for the safety of their operation.

TXDMV is the state’s PRISM lead agency and believes in the necessity of responding to the project problems, achieving the project goals and objectives to maintain existing and gain improved capabilities to:

1. Work in coordination and cooperation with Texas DPS CVE to reduce large truck and bus crash related fatalities, injuries and property damage.
2. Deny, revoke or suspend the registration of inter and intrastate motor carrier and commercial vehicle owners who have been deemed to be unsafe by Texas DPS CVE and FMCSA.
3. Maintain TxDMV IT systems in a high availability state, insuring the rapid transfer of registration data through the Texas CVIEW to the roadside and CR officers.

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

**Operations and Maintenance (O&M) Costs Detailed**

Screening and Main Lane Sorting Systems -LPR, DOT-R, Tire Anomaly, Over-Height and WIM Maintenance Agreements at Falfurrias Inspection Facility (ITD 2018)  
\$71,800

Screening and Sorting Systems -LPR, DOT-R, Thermal Imaging (ATIS), Over-Height and WIM Maintenance Agreements at Kingsbury/Seguin Inspection Facility (ITD 2016)  
\$82,000

Screening and Sorting Systems – LPR, DOT-R, Over-height detection maintenance agreements at New Waverly and Devine NB and SB Inspection Facilities (PRISM Screening, Credentialing and OOS Detection)  
\$52,000

Screening Systems -LPR, DOT-R, Maintenance Agreements at Queen City Inspection Facility (PRISM Screening, Credentialing and OOS Detection)  
\$29,000

Screening Systems -LPR, DOT-R, Maintenance Agreements at Riviera Inspection Facility (PRISM Screening, Credentialing and OOS Detection)  
\$26,000

**Total Operations and Maintenance = \$260,800**

***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).***

**Implementation Activities**

Generate and distribute “Quarterly Performance Progress Reports” and “Final Performance Progress Report” that includes:

- Percent (%) completion of each project deliverable
- Output and Output measure changes for the period.
- A synopsis of current status, any issues during the quarter, and changes made to the plan in response to issues.
- An account of significant progress (findings, events, trends, etc.) made during the reporting period;
- A description of any technical and/or cost problem(s) encountered or anticipated that will affect completion of the grant within the time and fiscal constraints as set forth in this Agreement, together with recommended solutions or corrective action plans (with dates) to such problems, or identification of specific action that is required by the FMCSA, or a statement that no problems were encountered;
- An outline of work and activities planned for the next reporting period.

Activities will be measured by the percentage of completion of each project deliverable; and output will be measured by changes made during project cycle.

The information sources will be the project management plan, project schedules, project updated form status meeting and quarterly reports. The recipients for this information will be the TxDMV and Texas DOPS management and the FMCSA Texas Division.

**Monitoring Process**

**Implementation Monitoring Process**

Implementation process measures (quality, time and budget) will be continuously monitored and evaluated.

If an issue emerges that requires a change to time, budget or quality; TxDMV MCD project management team and TxDMV IT Management will notify the FMCSA State Coordinator and submit a formal change request for approval.

Barring such unforeseen changes, the project status and updates on quality, time and budget will be reported through the standard quarterly and final reporting process.

**Operational Monitoring Process**

Beginning on the quarter year after Implementation, operational baseline data will be compared to new results quarterly, both to assess the strategy and activity effectiveness and to enable making make appropriate adjustments. Results will be documented in the quarterly and final reports.

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

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

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

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

**Trend Analysis for 2018 - 2022**

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

Public Education and Outreach Activities	2018	2019	2020	2021	2022
Carrier Safety Talks	285	212	276	285	212
CMV Safety Belt Education and Outreach	0	0	0	0	0
State Trucking Association Meetings	3	3	3	3	3
State-Sponsored Outreach Events	1	1	1	1	1
Local Educational Safety Events	0	0	0	0	0
Teen Safety Events	0	0	0	0	0

**Narrative Overview for FY 2024 - 2026**

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

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

The Department will distribute the publications “A Texas Motor Carrier’s Guide to Highway Safety” (MCS-9) relating to general motor carrier requirements and “Texas Guide to Farm Vehicle Compliance” (CVE-13) relating to commercial vehicle safety requirements for farm industry transportation. In addition, other guides relating to driver and vehicle requirements for commercial transportation in Texas will be distributed along with literature concerning the Compliance – Safety – Accountability (CSA) program. The Department will supply public awareness information to as many small carriers as possible. The Department will provide a copy of “A Texas Motor Carrier’s Guide to Highway Safety”, either electronically or in print, to each carrier at the conclusion of all compliance reviews and safety audits. Department troopers and investigators will make direct public contacts with motor carrier representatives to educate them in all matters related to the federal motor carrier safety regulations and Texas commercial motor vehicle state laws and exemptions.

**Program Activity 1:** The Department will provide safety awareness information to the motor carrier industry when requested and at all carrier interventions. The Department has made various DPS publications available through the Department’s website at <http://www.txdps.state.tx.us/cve/publications.htm>. The Department will make every effort to gain motor carrier industry support in accomplishing safety awareness goals and objectives.

**Program Activity 2:** Department troopers and investigators will make direct public contacts with motor carrier representatives to educate them in all matters related to the federal motor carrier safety regulations and Texas commercial motor vehicle state laws and exemptions.

**Program Activity 3:** Texas plans to implement a Commercial Vehicle Media Safety Plan. This plan may include billboards, radio ads, television ads or social media outreach. Texas is seeking to partner with either our state DOT and/or the industry groups in order to maximize the value we receive for our investment. This plan may include work zone safety and human trafficking in CMV initiatives. Texas is currently in discussion with FMCSA Office of Outreach and Education and our agency media staff to develop a plan for rollout of a Texas specific media campaign beginning in FY 2025.

**Projected Goals for FY 2024 - 2026**

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

			Performance Goals		
Yes	No	Activity Type	FY 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	100	100	100
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	3	3	3
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	1	1	1

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

**Performance Measurement 1:** The Department will distribute approximately 3,200 "A Texas Motor Carrier's Guide to Highway Safety" publications at the conclusion of all compliance reviews and safety audits.

**Performance Measurement 2:** Certified inspectors statewide will submit a minimum of 100 Public Awareness Contact reports each fiscal year.

**Monitoring & Evaluation:**

The Department will monitor and evaluate the number of public contacts as well as the distribution of public awareness documentation and report the results quarterly to FMCSA.

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

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

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

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

**SSDQ Compliance Status**

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

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

Available data sources:

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

**Enter the agency name responsible for Data Quality:** Texas Department of Public Safety

**Enter the agency or agencies name responsible for DataQs:** Texas Department of Public Safety

**Enter the agency name responsible for the Crash Data Repository:** Texas Department of Motor Vehicles

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

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

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

Analysis and Information (A&I) Online data snapshot used for the "Current SSDQ Rating" 9/8/23.

**Narrative Overview for FY 2024 - 2026**

**Problem Statement Narrative:** Describe any issues encountered for all SSDQ measures not rated as “Good/Green” in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

The Department must maintain “Good” status in all categories and “no flag” in crash consistency. The Motor Carrier Bureau (MCB) and the Texas DOT’s Crash Records Bureau (CRB) will maintain a cooperative relationship to ensure crash reports are submitted timely and accurately. The MCB will continue to ensure the quality review of data entry and editing of CMV inspection, crash, and compliance review data. The MCB will review monthly SSDQ reports to help identify potential problem areas and ultimately improve our data quality and timeliness. The MCB will consult with FMCSA Technical Support personnel to resolve issues as necessary. The state continues to respond to DataQs in a timely manner. DataQs are assigned through district commanders to the initiating trooper or inspector for first review. Response times are tracked and regular reminders are sent to ensure DataQs are responded to within the required timeframe.

The state is currently maintaining good ratings in all categories except Inspection Timeliness, where we are fair and an overall rating of good. As the state transitioned to a new records management system in the past year, there has been a learning curve for uploading inspections. We anticipate that Inspection Timeliness will return to “good” status soon.

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

The state has maintained a ‘good’ or ‘no flag’ status in all categories since October of 2020 with the exception of inspection timeliness within the past six months. . The Department will continue to reach as close to 100% rating as possible in all categories.

The state is also fully compliant with DataQ requirements with no reported issues. Data Qs are monitored monthly to ensure prompt response in accordance with FMCSA guidelines.

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

Upon receipt of a DataQ at the Motor Carrier Bureau data quality section, the inquiry is initially sent to the district in which the question arose from. The DataQ is assigned by the to the trooper/inspector/investigator that initiated the report with oversight by the immediate supervisor. The initial DataQ response is submitted by the originating district. If a second DataQ on the same issue is received, it is reviewed by the subject matter expert lieutenant and district commander before being re-submitted by the district. Any DataQ received for a third time on the same issue is sent to the statewide Commercial Vehicle Enforcement Program Manager and reviewed by the program manager and his staff.

***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.***

**Performance Measurement 1:** The Department will maintain or improve its “good” or “no flag” SSDQ rating in all crash and inspection categories, including timeliness, accuracy, and completeness.

The timeliness and accuracy of crash record, inspection, and traffic enforcement data from the State of Texas to the Motor Carrier Management Information System (MCMIS) continues to progress positively. The Motor Carrier Bureau, in partnership with FMCSA Technical Support, continues to work to ensure we maintain the highest possible data quality standards. In addition, the Department maintains procedures for data entry personnel to research carrier information to ensure crashes are correctly designated. Monthly reviews of our State Safety Data Quality (SSDQ) statistics, as well as strict procedural requirements, have helped us maintain “good” crash and inspection data quality ratings.

The Department will continue to closely monitor all SSDQ categories to maintain the “good” rating in all currently “good” categories and make every effort to improve any deficient category that becomes deficient.

**Performance Measurement 2:** The Department is an active participant in the Data Q system and refers to the FMCSA’s best practices user manual as necessary. It has been found that with the implementation of the Compliance – Safety – Accountability program, motor carriers are more likely to challenge roadside inspection and crash reports. In recent years we have seen an increase in motor carrier data inquiry challenges. Texas has since allocated and trained additional personnel to assist with the state’s data inquiry program.

The Department will continue to monitor inspection Data Inquiries in a timely fashion and will respond to them within the FMCSA 10 day guideline.

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

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

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

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

For the purpose of this section:

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

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

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input 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 2018 - 2022**

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

New Entrant Safety Audits	2018	2019	2020	2021	2022
Interstate	3475	3770	2525	3476	5178
Intrastate	0	0	0	0	0
<b>Total Audits</b>	<b>3475</b>	<b>3770</b>	<b>2525</b>	<b>3476</b>	<b>5178</b>

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

**Narrative Overview for FY 2024 - 2026**

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: <a href="#">New Entrant website (NEWS)</a>	
Date information retrieved from NEWS Dashboard to complete eCVSP	09/08/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	6503
Current Number of Past Dues	481

**Program Goal:** Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State’s discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

**Program Objective:** Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

**Projected Goals for FY 2024 - 2026**

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

Projected Goals for FY 2024 - 2026 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2024		FY 2025		FY 2026	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	750	0	800	0	850	0
# of Safety Audits (Offsite)	3000	0	3100	0	3200	0
# Group Audits	1	0	2	0	3	0
<b>TOTAL Safety Audits</b>	<b>3751</b>	<b>0</b>	<b>3902</b>	<b>0</b>	<b>4053</b>	<b>0</b>
# of Non-Audit Resolutions	4150	0	4150	0	4150	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.

**Program Overview**

The FMCSA has established minimum requirements for interstate new entrant motor carriers to ensure that they are knowledgeable about the applicable federal motor carrier safety regulations in order to continue operating in interstate commerce. The New Entrant Safety Assurance Program is designed to improve the safety performance of new entrant motor carriers by providing educational and technical assistance to new motor carriers as they begin their new business in the motor carrier industry. To accomplish this objective, each new entrant motor carrier will receive a safety audit. The safety audit will be used to both educate the new carrier on compliance with the federal motor carrier safety regulations and hazardous material regulations, and to determine areas where the carrier might be deficient in terms of compliance.

One of the most important objectives of the DPS, through its Commercial Vehicle Safety Plan, is to reduce commercial vehicle crashes through enforcement of the motor carrier safety regulations. In support of this mission responsibility, the DPS submitted a funding proposal to the FMCSA that initiated our participation in the New Entrant Safety Assurance Program. As a result of sustained program funding by FMCSA, the DPS has been able to employ, train, and equip sufficient full-time employees to support the New Entrant Safety Assurance Program in the State of Texas.

**Previous Year**

The Texas Department of Public Safety projected that there would be approximately 2,750 new motor carriers in Texas in Fiscal Year 2023 that would fall under the auspices of the New Entrant Safety Assurance Program. This estimation required that the DPS would need to be conducting approximately 229 safety audits each month.

The Department completed 5,178 safety audits during FY 2022 period and delivered a total of 5,178 copies of A Motor Carrier Guide to Highway Safety to these motor carriers. This increased output has allowed the Department to significantly reduce our inventory of pending safety audits.

While the increase in carriers in Texas still exceeds our original expectations but the Department has managed to consistently complete a high percentage of all safety audits in the system on eligible new entrant carriers throughout the fiscal year. The Department will make every effort to complete 100% of eligible safety audits throughout FY 2025 period but there are challenges detailed below (see impediments).

The Department has had 0 carriers reach an overdue or “rotten” status without justification in FY 2024 as a result of our scheduling.

The Department acknowledges that the proposed safety audit output may not keep pace with the trending inventory of pending new entrant audits. The Department will continue to strive for 100% compliance but based on current staffing levels. Based on recent trends the Department is projecting an increase in our proposed output. Department personnel assigned to conduct safety audits also conduct compliance review audits on existing carriers with demonstrated safety issues. Therefore, redirecting these personnel to solely focus on safety audits would be counterproductive and result in less safe highways in Texas. Possible solutions to the issue might be:

1. A significant increase in federal and/or state funding allowing increases in program personnel. This solution would take some time to implement as even if funds were available the Department would have to seek legislative approval to create and fill new positions.
2. The FMCSA could assign field investigators to assist with any projected shortfall in new entrant safety audits
3. Using a portion of MCSAP funding to contract with an outside entity to perform safety audits under the direction and supervision of the Department.

### **Program Resources**

Currently, the DPS has 27 MCSAP grant funded employees dedicated to the New Entrant Program. Of these 27 personnel, 1 is the program supervisor, 21 are field investigators, and 5 provide staff support. Texas also utilizes state and 4 MCSAP funded compliance review investigators who are certified to perform new entrant safety audits to augment the program to ensure our goals are met. The DPS has trained 41 out of our 54 state-funded compliance review investigators to perform New Entrant Safety Audits. These 41 compliance review investigators will still be primarily tasked with performing compliance reviews, but will be utilized as needed to assist our New Entrant Program staff in performing safety audits.

Investigators have received and will continue to receive all levels of FMCSA training related to the New Entrant and NAS inspections process.

### **Possible Outsourcing**

The Department is currently exploring the possibility of using an outside organization to conduct safety audits under contract with the TXDPS. This outside entity would work under the supervision of the Department, and the Department would maintain ultimate responsibility for the audits conducted. MCSAP funding has been proposed and approved in previous grants and the Department is working through our internal procurement processes to execute this plan.

### **Methods**

1. The Department will work with the FMCSA to identify new carriers in order to schedule and complete audits in a timely fashion.
2. Investigators will be hired, trained and equipped as necessary to maintain sufficient staffing levels of qualified investigative and administrative personnel.
3. Supervisory oversight will be provided to ensure a quality work product.
4. Safety audits will be scheduled in an efficient and timely fashion.
5. Authorized funding will be monitored and will be utilized effectively and efficiently.
6. The Department will continue to develop innovative methods to streamline the safety audit process in order to reduce costs and improve the efficiency of the new entrant program within the state.
7. Group audits will be utilized when strategically advantageous.

## Resources Needed

DPS believes that in order to effectively sustain our New Entrant Safety Assurance Program to address interstate new entrants across the state, the program requires the following funding resources:

1. Salary and Benefits for Personnel
2. Travel Expenses for Program Delivery
3. Office Rental/Utilities
4. Equipment
5. Office Consumables

## Impediments Anticipated

The state continues to experience difficulty in hiring, training and certifying new investigators. This trend tracks with overall trends in law enforcement hiring and retention. The Department has taken steps to address this such as raising salaries and making overtime available to investigators as path towards higher compensation. Although these measures have shown some promise, the Department still has numerous vacancies throughout the state that we are working dilligently to fill. Additional positions were added proposed and approved beignning with the FY 2022 CVSP The Department is now working through internal processes to actually add and staff these positions. .

When scheduling carriers for safety audits, the state continues to find that several have no intention of operating interstate and should not be eligible for review. If FMCSA would better manage its call center to vet these carriers prior to being entered for evaluation then it would save a great deal of wasted time on the states' part in tracking them down for scheduling.

The program is tested and proven. Aside from the potential increase in overall number of carriers, no additional impediments are anticipated in reaching the FY 2024-2026 New Entrant goals.

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

The Department will assist the Federal Motor Carrier Safety Administration (FMCSA) in reducing the number of crashes and fatalities involving large trucks and commercial buses by participation in the New Entrant Safety Assurance Program.

The Department will continue to assist the FMCSA in conducting New Entrant Safety Audits during FY 2023-2026. The Department will provide supervisory oversight to ensure audits are complete and performed in a timely manner to achieve the goal of completing 100% of the eligible new entrant motor carriers up to those anticipated in the columns above.

The Department will provide access to publications, website information, and seminars when requested by the motor carrier industry. The Department will distribute copies of "A Texas Motor Carrier's Guide to Highway Safety" publications at the conclusion of all safety audits. Investigators will provide educational and technical assistance to 100% of eligible New Entrant motor carriers to promote safe operation by these new motor carriers.

The Department will utilize investigators to conduct compliance reviews during FY 2024 in order to maintain proficiency and required certifications. The Department will evaluate statistical data and provide supervisory oversight to ensure compliance reviews are thorough, comprehensive, and performed in a timely manner.

The Department's investigators will complete at least the minimum number of inspections required to maintain essential certifications. Supervisors will review investigator statistics and provide managerial oversight to ensure inspections are performed correctly and within required timeframe.

The state has a multi-pronged plan to meet the challenges of decreasing overdue audits by 20% and increasing overall audits by 15% issued by FMCSA in the supplemental planning memo. First the Department intends to to hire 10 new full-time investigators during this grant period. These new hires, along with 10 new hires under the FY2024 grant, will greatly increase the Department's ability to conduct both safety audits and compliance reviews. Additionally, the agency is seeking to contract with an outside entitiy to conduct Safety Audits. In the short term, this strategy will allow Texas to decrease our NESAs inventory and serve to improve our performance in both overdue audits and overall number of audits completed.

As mentioned above, Texas intends to contract with an outside agency to conduct safety audits. This plan seeks to leverage recently retired, or otherwise qualified, investigators to assist in improving our overall audit numbers as well as reducing our overdue audtis and our large inventory of outstanding safety audits. There will be some challenges to

implementing this program including finding an appropriate outside entity to contract with and navigating the state's complicated contracting process. Informally, the Department has identified at least one entity willing to contract for this service and will soon start the formal process of identifying a vendor and procuring a contract.

**Program Activity 1:** Require all New Entrant motor carriers to demonstrate sufficient compliance with applicable Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs).

**Program Activity 2:** Provide educational and technical assistance to 100% of eligible New Entrant motor carriers to promote safe operation by these new motor carriers.

**Program Activity 3:** Utilize grant funding effectively and efficiently to ensure every New Entrant motor carrier receives a safety audit within the required timeframe.

**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.

**Performance Measurement 1:** The Department will measure the total number of safety audits performed by investigators.

**Performance Measurement 2:** The Department will measure the total number of copies of "A Texas Motor Carrier Guide to Highway Safety" distributed to motor carriers by investigators.

**Performance Measurement 3:** The Department will measure the number of carriers that fail to receive a timely audit within USDOT guidelines due to our scheduling practices and so are relegated to a "rotten" status.

### Monitoring and Evaluation

The Department will evaluate quarterly the number of safety audits performed and submit a financial and performance report within 30 days of the end of each quarter, as required by FMCSA.

**Part 2 Section 10 - Border Enforcement**

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

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

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

**Trend Analysis for 2018 - 2022**

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

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

Inspection Types	2019	2020	2021	2022	2023
Level 1: Full	98489	106731	58716	63272	57459
Level 2: Walk-Around	25946	21074	18236	15469	13087
Level 3: Driver-Only	9435	7173	3064	2312	1835
Level 4: Special Inspections	0	0	0	1	0
Level 5: Vehicle-Only	9	8	1	0	1
Level 6: Radioactive Materials	0	0	0	0	0
<b>Total</b>	<b>133879</b>	<b>134986</b>	<b>80017</b>	<b>81054</b>	<b>72382</b>

**Narrative Overview for FY 2024 - 2026**

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

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

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

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

Check all objectives that apply (minimum of 1):

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

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

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

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

**Projected Goals for FY 2024 - 2026**

Summarize projected border enforcement activities in the table below.

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

<b>Projected Goals for FY 2024 - 2026 - Border Enforcement</b>			
	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>
Number of International Commerce Regular CMV	130000	131000	132000
Number of International Commerce HM	6200	6200	6200
Number of International Commerce Passenger	1200	1300	1400
<b>Total International Commerce Inspections</b>	<b>137400</b>	<b>138500</b>	<b>139600</b>
Number of Fixed Facility International Inspections	136200	137200	137200
Number of Non-Fixed Facility International Inspections	0	0	0
Traffic Enforcement	0	0	0
Strike Force Activities (CMVs)	0	0	0
Strike Force Activities (Passenger CMVs)	1200	1300	1400

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

Scope and Purpose of Project

In FFY 2002, the Texas DPS and FMCSA first entered into a Cooperative Agreement to provide for infrastructure to support the commercial vehicle safety inspection personnel at the Texas-Mexico border. Since the time of that initial agreement DPS has continued to make periodic manpower adjustments to ensure that our border inspection personnel are stationed where the maximum number of vehicles can be inspected and appropriate supervisory span of control is maintained.

The Texas DPS believes that our Border Staffing Plan supports our general commercial vehicle enforcement activities. The Department's primary mission at the Texas-Mexico border is:

- To ensure public safety and security;
- To prevent the premature and unnecessary deterioration of the state highway infrastructure;
- To ensure compliance with all state and federal regulations governing commercial vehicles and their drivers;
- To create an environment that promotes vital and safe commerce in Texas;
- Encourage the Mexican trucking industry to take a greater participatory role in resolving transportation safety issues.

Evaluation of Border Enforcement Efforts

Texas ports-of-entry continue to account for approximately 69% of all commercial motor vehicle crossings from Mexico based on 2022 data. This translates into significant commercial motor vehicle traffic throughout the state on highways leading to and from the border. Laredo still leads the nation as the busiest southern port for commercial vehicle traffic. El Paso, Pharr, and Brownsville are not far behind. The total number of commercial vehicles that entered Texas from Mexico at each port-of-entry in recent calendar years suggests these statistics are only increasing.

In order to ensure border-related commercial vehicle safety on the highways, Department Inspectors must provide enforcement both at fixed inspection facilities at the ports-of-entry and along major highway routes leading into the state from those locations. With the assistance of the FMCSA, Texas has constructed three permanent border safety inspection facilities and four temporary border safety

inspection facilities located either on or adjacent the U.S. Customs and Border Protection ports-of-entry at seven of the eight busiest ports between Texas and the United Mexican States. The Texas Border Staffing Plan provides personnel, equipment, and weigh-in motion technology to these sites. The addition of these personnel has significantly enhanced the Department’s ability to conduct the required safety and weight inspections as required by Congress, and to provide enforcement coverage during the same hours when U.S. Customs and Border Protection allow commercial vehicles to enter Texas from Mexico.

Faced with the task of ensuring that the commercial vehicles from Mexico, as well as the very significant numbers of U.S. commercial vehicles traveling to and from the border commercial zones comply with regulations, the Department has had to alter its enforcement program along the border and in the areas north of the border. The Department has increased its Commercial Vehicle Enforcement personnel in the border counties by approximately 300% since 1995. In order to reduce the out-of-service rate and improve the overall compliance level of these vehicles, the Department has tasked Commercial Vehicle Enforcement (CVE) Inspectors with the responsibility of providing a daily enforcement presence at the border safety inspection facilities in Brownsville, Eagle Pass, El Paso (2), Laredo, Los Indios and Pharr. In addition to the daily enforcement presence at the border, CVE Inspectors have also manned fixed inspection facilities on major highways leading away from the border on a daily basis in order to regulate those Mexican commercial motor vehicles that can or who have chosen to operate beyond the border commercial zones.

The Texas DPS shares the FMCSA’s desire to increase inspections of motor coaches along the border and fully understands the position that 5 percent of the projected inspections be performed on motor coaches. The Department is aware of the significant number of motor coach crossings along the Texas/Mexico border and emphasizes the inspection of these types of commercial vehicles where it is safe and practical. Unfortunately, the vast majority of motor coaches cross the border at non-commercial vehicle crossings that have never been designed to accommodate these types of inspections. As a result, we are only able to safely conduct motor coach inspections and provide reasonable accommodations for passengers at the Lincoln-Juarez Bridge in Laredo and the Hidalgo Reynosa Bridge in McAllen. We work in direct cooperation with the FMCSA – Texas Division to maximize our effectiveness at these locations. Because of these constraints, it has never possible for the DPS to commit to 5 percent of our projected border bus inspections.

The following table summarizes inspection totals and out of service rates for Commercial Motor Vehicles at Texas ports of entry from FY 2018 through FY 2022.

**POE Inspections, Voos, Doos and Hazmat**

FFY_Year	Inspections	VOOS	VOOS%	DOOS	DOOS%	Hazmat	Hazmat%	Tickets	Warnings	Violations
2018	135139	23049	17.06%	1097	0.81%	6382	4.72%	12407	438005	450412
2019	123382	19609	15.89%	691	0.56%	7056	5.72%	8138	360554	368692
2020	83661	12931	15.46%	470	0.56%	5033	6.02%	4631	218268	222899
2021	86441	16545	19.14%	691	0.80%	5373	6.22%	4856	259099	263955
2022	79282	15739	19.85%	571	0.72%	5674	7.16%	4153	249793	253946

The DPS purchased semi-portable static weight scales during the earliest phase of the Texas Border Staffing Plan. These semi-portable static weight scales have been assigned to thirteen (13) of the commercial vehicle crossings between Texas and Mexico, including the five (5) remaining temporary border safety inspection facilities. The following table lists the operational status of the semi-portable scales that have been assigned to the border safety inspection facilities (BSIF).

**Current Status of BSIF Fixed & Semi-Portable Scales:**

Location	Operational Status	Repair Status
Los Tomates POE	Operational	N/A
Los Indios POE	Operational	N/A
Progreso POE	Operational	N/A
Pharr POE	Non-Operational	Operational
World Trade POE	Operational	N/A
Columbia POE	Non-Operational	Operational
Camino Real POE	Operational	N/A
Del Rio POE	Operational	N/A
Presidio POE	Operational	N/A
BOTA POE (Fixed)	Operational	N/A

Ysleta POE (Fixed)	Operational	N/A
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The DPS is responsible for the repairs and maintenance on all of the semi-portable scales assigned to the border regions. After many years of use, several of these scales are in various states of disrepair and so procurement processes are currently underway to replace them utilizing MCSAP/Border funding.

Weigh-in-motion scales have also been installed at seven of the border safety inspection facilities. The following table lists the operational status of the weigh-in-motion scales that have been installed. A additional WIM located at the World Trade Bridge in Laredo was removed this year when an expansion of the highway outside the Customs Lot required expansion.

**Current Status of BSIF WIM Scales:**

Location	Status
Los Tomates POE	Operational
Los Indios POE	Operational
Pharr POE	Operational
World Trade Bridge POE	Operational
Columbia POE	Operational
Camino Real POE	Operational
BOTA POE	Operational
Ysleta POE	Operational

On May 10, 2002, an interagency agreement between the Texas Department of Public Safety and the Texas Department of Transportation was executed and identified the Texas Department of Transportation (TxDOT) as the responsible party for the repair and maintenance of the weigh-in-motion scales. The Department will continue its efforts to obtain the technical and financial assistance needed from TxDOT to ensure that each of the weigh-in-motion scales remain fully operational on a daily basis per the requirements of Section 350 of the Federal Fiscal Year 2002 U.S. Department of Transportation Appropriations Act (Pub. L. 107-87). Additionally, the Department will continue to report the status of all border static and weigh-in-motion scales utilized in the Texas Border Staffing Plan in our update report that is submitted to the FMCSA, Texas Division on a quarterly basis. The Department’s goal remains that each vehicle that enters one of the eight (8) Border Safety Inspection Facilities will be screened for compliance with the weight statutes via weigh-in-motion scales, and that any vehicle that fails the weigh-in-motion screening will be weighed for enforcement purposes on our static scales.

The Department will continue to evaluate new and innovative technologies that could provide an improved compliance status of commercial motor vehicles, drivers and motor carriers entering the United States from Mexico.

In addition, DPS personnel have received numerous hours of training regarding homeland security concerns and the Department has deployed radiation detection devices at each of the Texas-Mexico ports-of-entry.

The Texas Department of Public Safety believes that it is essential that it has the manpower and infrastructure in place to effectively regulate commercial vehicles both at the border and along border corridors resulting from crossings in to the United States from Mexico.

**Staffing:**

Border inspection facilities have been built and are located at the following seven (7) ports-of-entry: Bridge of the Americas (BOTA) in El Paso, Zaragoza/Ysleta International Bridge in El Paso, Columbia-Solidarity International Bridge in Laredo, Eagle Pass Camino Real International Bridge, Pharr-Reynosa International Bridge, Los Indios Free Trade Bridge, and the Veterans International Bridge at Los Tomates in Brownsville. The World Trade Bridge in Laredo was located inside the U.S. Customs and Border Protection Bureau facility and had to be abandoned in 2018 due to an inability to reach agreement with the General Services Administration regarding rents and repair costs.

DPS enforcement responsibilities at these border facilities include the inspection of commercial motor vehicles entering the United States for compliance with size and weight limitations, vehicle registration, insurance, CDL’s, fuel permits, motor carrier safety, federal out of service orders and the hazardous material regulations. DPS, in cooperation with FMCSA, staffs these border safety inspection facilities during the hours when commercial motor vehicles are allowed to enter according to U.S. Customs and Border Protection. The Department also maintains sufficient training, support, and administrative personnel to support the Texas Border Staffing Plan.

The following chart depicts the current staffing levels specific to the state’s border enforcement efforts at the POEs:

Type of Personnel	Number of Personnel
Commissioned Field Troopers & Supervisory Personnel Directly at Border	66
Commissioned Field Troopers & Supervisory Personnel Border at Sites Leading Away	15

CMV Inspectors at POE	93
CMV Inspectors at Sites Leading Away	25
Administrative Assistants	11
<b>Total Staff</b>	<b>210</b>

At present, the DPS has a total of 210 personnel that are 100% dedicated to border commercial vehicle enforcement activities. In addition to the seven of the eight highest volume border crossings, DPS border enforcement personnel, in conjunction with FMCSA regulatory personnel, also periodically staff the four U.S. Customs and Border Protection ports-of-entry located in Presidio, Del Rio, Rio Grande City, and Progreso. With coverage at these additional border crossings, the DPS and FMCSA provide enforcement coverage at eleven ports-of-entry at the Texas-Mexico border.

As noted previously in this CVSP some goals have been adjusted downward to bring them more in line with recent results. Over the past several years Texas has re-allocated some personnel resources away from border inspection sites. This has resulted in lower inspection numbers. Although that strategy is being constantly reevaluated, the reality today is that we have fewer employees doing border inspections than we did in past years. The state hopes to exceed the goal established in this plan, but continuing to project inspection numbers using outdated historical data is not useful and paints an inaccurate picture of our intentions and capabilities.

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

**Performance Objectives and Goals**

The Department’s primary objectives for FY 2024-2026 will be to provide necessary personnel and infrastructure at the border and at points leading away from it as well as to maintain the vehicle out-of-service rate at the Texas-Mexico border at equal to or below the national average for vehicles inspected and to maintain the present driver out-of-service rate at less than 1%.

**Objective 1:** To maintaining the personnel, facilities and equipment deemed necessary by the Department to staff the highest volume commercial motor vehicle border crossings in order to inspect and weigh commercial motor vehicles from Mexico that will be operating throughout the State of Texas and the United States.

The Department’s goal for FY 2024-2026 will be to maintain or exceed the number of property commercial motor vehicle inspections and motorcoach inspections conducted at the Texas-Mexico border during the period. Additionally, the Department conducts CDL, operating authority, federal OOS and financial responsibility verification on each vehicle and driver inspected at the border.

**Objective 2:** To maintain or reduce the out-of-service rate for inspections conducted on Mexican commercial motor vehicle drivers and vehicles entering Texas.

The DPS continues to place high emphasis on the compliance level of the commercial vehicles entering Texas from Mexico. The out-of-service rates for both drivers and vehicles entering Texas from Mexico were considerably higher than the national average for both driver and vehicle out-of-service rates at the inception of the Texas Border Staffing Plan. When the Department first began to staff the ports-of-entry with enforcement personnel in December 1995, the out-of-service rate for Mexican commercial vehicles ranged from 85 to 95 percent. By maintaining a diligent border enforcement program that continues to emphasize both the inspection of vehicles and the education of drivers and companies, the out-of-service rates for Mexican commercial vehicles in FY 2022 was 19.85% for vehicles and remained at less than 1% for drivers. This is an increase in OOS vehicle percentage from previous years and this trend is being monitored for causative factors and potential enforcement strategies. The FY 2022 vehicle out-of-service rate at the Texas – Mexico border is slightly lower than the national out-of-service rate for commercial vehicles of 20.64%, while the driver out-of-service rate is well below the national average of 5.00%.

The Department believes that through a strategy of continued daily enforcement presence at the border ports-of-entry, the out-of service rates for both drivers and commercial vehicles entering Texas from Mexico can be further reduced.

The Department’s goals for FY 2024-2026 will be to provide necessary personnel and infrastructure as well as to maintain the vehicle out-of-service rate at the Texas-Mexico border at equal to or below the national average for vehicles inspected and to maintain the present driver out-of-service rate at less than 1%.

**Objective 3:** In FY 2024-2026, the Department will continue to station civilian and commissioned personnel along crash corridors but not directly at border safety inspection facilities in order to conduct enforcement activities where the data indicates there are a high number of commercial crashes related to traffic resulting from international commerce.

In addition to the daily enforcement presence directly at the border, CVE Troopers and non-commissioned Inspectors have historically manned fixed inspection facilities on major highways leading away from the border on a daily basis in order to regulate those commercial motor vehicles transporting cargo originating in border cities as a result of international commerce. Fixed facilities located on US 77 near Riviera, US 281 near Falfurrias, IH 35 near Devine and IH-10 near Kingsbury are now supported by MCSAP/Border Enforcement Grant funding.

The state will continue to explore the use of funds at more locations to combat statistically identified crash corridor problems resulting from international commerce but happening away from the border zone. DPS will also continue to deploy personnel in border counties to reduce crashes resulting from international commerce but away from the actual ports of entry.

In addition to the three primary objectives detailed above, the Department also pursues a strategy of educational outreach to the Mexican motor carrier industry as well as US carriers located in the vicinity of the border or travelling to and from the border zones. The Department will continue to distribute the publications "A Texas Motor Carrier's Guide to Highway Safety" (MCS-9 published in both English and Spanish) relating to general motor carrier requirements and "Texas Guide to Farm Vehicle Compliance" (CVE-13), relating to commercial vehicle safety requirements for farm industry transportation. The Department currently submits regular monitoring reports to FMCSA which provide details that include time and attendance during these public safety and awareness seminars. This activity has been and will continue to be monitored as a function of regular MCSAP activity.

### **Current Impediments and Planned Resolutions**

#### **Goals**

1. To provide inspection personnel and equipment at the highest volume commercial motor vehicle border crossings between Texas and Mexico.
2. To maintain or reduce the current out-of-service rates for inspections conducted on Mexican commercial motor vehicle drivers and vehicles entering Texas.
3. To explore the advantages of focusing enforcement efforts on crash corridors away from the border where data indicates high CMV related crashes resulting from international commerce with Mexico.

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

**Performance Measurement 1:** The personnel counts at the US-Mexico ports of entry (POEs) and along traffic corridors leading away from POE locations.

**Performance Measurement 2:** The number of commercial motor vehicles and motorcoaches inspected at the commercial motor vehicle ports-of-entry.

**Performance Measurement 3:** The collection of the out-of-service rates for inspections conducted on Mexican commercial busses and property-carrying vehicles entering the state through the ports-of-entry and comparing these rates with drivers and vehicles inspected elsewhere in the country and in the State of Texas.

#### **Monitoring & Evaluation:**

The Department will evaluate quarterly border enforcement statistics and submit financial and performance activity reports as required by FMCSA.

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

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

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

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

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

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

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

**Instructions:**

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

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

**Your State’s FY 2023 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 40.00%**

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

**Check this box if:**

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

**Narrative Overview for FY 2024 - 2026**

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

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

Fiscal Year	Goal (%)
2024	68
2025	75
2026	85

The OOS catch rate for Imminent Hazard/Unfit Carriers Identified in Texas has decreased significantly over the past year and currently sets at 40%. We believe much of this is attributable to the new records management system the state began using in the past year. Conducting inspections in this system requires enforcement personnel to toggle between various screens and there has been a learning curve for our personnel. We anticipate our OOS catch rate increasing as familiarity with the new system increases.

The Department utilizes inspection software that identifies PRISM targeted federal out-of-service (OOS) carriers and trains inspectors to identify and take appropriate action when encountering those subject to such OOS orders.

A significant portion carriers posing a challenge to Texas efforts at identification are in fact South American carriers passing through a single port of entry. Drivers for these companies will frequently do their best to evade identification when dealing with our inspectors.

The issue is also impacted by the fact that Texas has developed a very large number of outside agencies that are certified to perform inspections but not MCSAP recipients. These enforcement agencies must do manual searches of SAFER in order to identify targeted carriers. It's more difficult to impress on such agencies the urgency of taking enforcement action on PRISM targeted carriers subject to federal OOS orders.

Education related to identifying and documenting OOS orders has been included in the state's recertification training provided to all certified commercial vehicle inspectors both within DPS and from outside agencies this year. Additionally, visor cards providing information on identifying and documenting OOS violations have been provided to all inspectors. Federal OOS orders have also been made a point of emphasis during North American Standard Part A and Intrastate Part C courses. Finally, monthly emails are sent out from HQ to field staff reminding them of the importance of this issue.

While an 85 percent catch rate continues to elude the state, the state will continue to emphasize this area of enforcement and educate all inspectors on procedures for checking OOS.

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

**Performance Objective:** To educate all Texas inspectors to recognize and take action against carriers operating under a federal OOS order. Texas inspectors will recognize and place out of service an increasing percentage of all CMVs operating under an OOS order in FY 2024- FY2026 with the goal of reaching the FMCSA goal of 85% by FY2026. .

The Department will evaluate the list provided by our federal partners of carriers inspected while subject to a Federal OOS order. Those cases that are not placed OOS will be evaluated and inspectors educated as necessary.

The Department lacks the authority to place OOS carriers subject to a Federal OOS order only when operating solely in intrastate commerce and not determined to be OOS for an imminent hazard.

The Department has issued OOS visor cards to all enforcement personnel within the agency and made identifying and properly documenting OOS violations a point of emphasis during annual in-service training. Additionally, the monthly OOS catch report is shared with field personnel so that problem areas can be addressed specifically. The Department intends for these measures to incrementally increase the percentage of OOS carriers identified until the goal of 85% is attained. .

***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 Measurement:**

Texas will increase the number of carriers placed out of service when appropriate to 85 percent over the FY2024 through FY2026 reporting period. .

**Monitoring and Evaluation:**

The Department will evaluate the number of carriers stopped for inspection each month based on statistics provided by our federal partners. We will evaluate those that are subject to a federal OOS order and confirm that appropriate enforcement action was taken. The number of carriers stopped for inspection while subject to a federal OOS order will be specified in the quarterly reports.

### Part 3 Section 3 - Passenger Carrier Enforcement

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

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

#### Instructions:

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

#### Check this box if:

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

#### Narrative Overview for FY 2024 - 2026

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

While the state does not have a statistically significant problem with motor coach crashes when compared to the state's overall commercial crash numbers, the Department recognizes that no passenger vehicle crashes, injuries or fatalities are acceptable and so will continue to work to reduce statistics in all categories.

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

To reduce passenger commercial motor vehicle fatality crashes by 5% per fiscal year during the 3 year period from 2024 – 2026 based on each previous year.

The FY 2025 goal will be to reduce fatality crashes by 5% over FY 2024.

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

The Department of Public Safety has developed an active passenger vehicle inspection program with a goal of enhancing passenger carrier safety in Texas. The Department conducts passenger carrier inspections in accordance with the MCSAP Comprehensive Policy Version 3.1. Both Level I and V inspections are conducted during terminal and destination inspections. Because of the necessity to limit the time that a passenger vehicle is delayed during an inspection, the passenger vehicle becomes a "priority vehicle" and every effort is made to move the passenger vehicle forward so that it can be inspected as quickly as possible. The safety and comfort of the passengers traveling on a passenger vehicle that is to be placed out-of-service also becomes a priority when selecting the out-of-service location.

While the state adheres to the current MCSAP Comprehensive Policy, Texas DPS management maintains that the constricting nature of this rule with regard to restricting when passenger vehicles are eligible for inspection has reduced commercial vehicle inspections statewide and ultimately makes the highways less safe for passenger

carrying motor vehicles.

The Department will increase the number of passenger vehicle inspections conducted in Texas by conducting 4,000 passenger vehicle inspections each year starting in FY 2023 and ending in FY 2026. The Department will place particular attention on conditionally rated passenger vehicle carriers and passenger vehicle carriers with safety ratings over 5 years old. Additionally, the Department will make compliance reviews of passenger carriers a priority. The Department will continue to train CVE troopers in passenger vehicle inspections. Lastly, we will seek industry support through educational contacts.

***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 Measurement 1:** The Department will monitor the overall number of passenger vehicle crashes, fatality crashes, injuries and fatalities.

**Performance Measurement 2:** The Department will monitor all levels of inspections conducted on passenger vehicles in the coming fiscal year.

**Performance Measurement 3:** The Department will monitor the number of carrier interventions on passenger carriers in the coming fiscal year.

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

**No updates are required for this section.**

**Instructions:**

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

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

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

**Activity #1**

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

The Department will conduct special task force operations focused on Interstate Highway-35 crash corridor which has been identified as having Texas highest crash and fatality crash numbers. Twelve (12) taskforce operations are to be conducted in the vicinity of the IH-35 Crash Corridor. Task force operations will be conducted once per quarter for each of three regions located along the corridor. Operations will consist of at least twenty (20) personnel working for at least two consecutive days.

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

To lower the overall number of crashes and fatality crashes within the Interstate Highway 35 Region by 1% per year over the period of FY 2024 to FY 2026. The goal each year of the coming FY 2024-2026 period will be based on the previous year.

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

During each quarterly task force operation in FY 2018-2020, an average of 740 inspections were conducted. Unfortunately, Texas' growth related to a more robust than average economy, ever expanding trade with Mexico, high speed limits and the strong energy sector are believed to contribute to an increase in crashes that enforcement efforts struggled to keep pace with. Crashes continued to rise along the IH-35 corridor for each year of period with the exception of FY 2018. Data utilized in this performance measure is derived from the Texas Department of Public safety database. All quarters have been updated to reflect the most current statistical data available.

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

In 2019, the IH-35 Texas crash corridor experienced 7.5% of all commercial crashes and 7.3 % of all commercial fatality crashes in the state. Texas leads the nation in Commercial Motor Vehicle crashes. Crashes occur with the greatest frequency along the IH-35 crash corridor. This is a data identified top crash location and statewide statistics are provided as an attachment. Task force operations along the corridor result in increased inspection activity, CMV traffic enforcement, and visibility of commercial motor vehicle enforcement units during the periods. Traffic along the corridor continues to rise as a result of strong trade with Mexico and a robust Texas economy. The task force operations along the IH-35 corridor will continue in the FY 2021-FY 2023 period.

**Activity #2**

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

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

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

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

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

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

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

#### Instructions:

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

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

#### State Objective #1

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

Task Force Operations -Interstate Highway 35

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

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

In 2022, the IH-35 Texas crash corridor experienced 7.2% of all commercial crashes and 6.7 % of all commercial fatality crashes in the state. Texas leads the nation in Commercial Motor Vehicle crashes. Crashes occur with the greatest frequency along the IH-35 crash corridor. This is a data identified top crash location and statewide statistics have been provided as an attachment.

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

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

To lower the overall number of crashes and fatality crashes within the Interstate Highway 35 Region by 1% per year over the period of FY 2024 to FY 2026. The FY 2025 goal will be a 1% reduction on FY 2024 statistics. In FY 2024 there were 4316 total crashes and 46 fatalities on the IH-35 corridor. Although FY 2023 numbers are not conclusive yet, the FY 2025 goal will be a 1% reduction over the previous year.

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

The Department will conduct special task force operations focused on Interstate Highway-35 crash corridor which has been identified as having Texas highest crash and fatality crash numbers. Twelve (12) taskforce operations are to be conducted in the vicinity of the IH-35 Crash Corridor. Task force operations will be simultaneously conducted once per quarter in all of the three regions located along the IH-35 corridor. Operations will consist of at least twenty (20) personnel working for at least two consecutive days.

##### **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 Measurement 1: The Department will track inspection activity and related OOS rates within the IH-35 region during the periods of the task force operations.

Performance Measurement 2: The Department will track traffic enforcement activity (Moving Violations) within the IH-35 region during the periods of the task force operations.

Performance Measurement 3: The Department will track the overall number of crashes and fatality crashes in the related IH-35 region.

**Part 4 - Financial Information**

**Part 4 Section 1 - Overview**

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

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

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

**Instructions**

The *Spending Plan* should include costs for FY 2025 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The *Spending Plan* data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe *Spending Plan* terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 95 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

**On Screen Messages**

The system performs a number of edit checks on *Spending Plan* data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must ensure that Total Project Costs equal Federal share for each line in order to proceed.

• **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

• **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- A State's planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- A Territory's planned Total Project Costs are within \$5 of the Federal share.

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$50,560,049.00	\$2,661,055.00	\$53,221,104.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$7,983,166.00
MOE Baseline:	\$4,946,767.60

**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):	\$7,983,166.00

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
MOE State Personnel	1	0.0000	\$35,168,015.00	\$0.00	\$0.00	\$0.00	\$35,168,015.00
Data Analyst	1	100.0000	\$72,789.00	\$72,789.00	\$69,149.55	\$3,639.45	\$0.00
CVE Commissioned MCSAP Instructors	5	100.0000	\$95,254.00	\$476,270.00	\$452,456.50	\$23,813.50	\$0.00
Commissioned Sergeant FTE Equivalent	3	100.0000	\$95,254.00	\$285,762.00	\$271,473.90	\$14,288.10	\$0.00
Administrative Assistants	17	100.0000	\$36,017.00	\$612,289.00	\$581,674.55	\$30,614.45	\$0.00
Fiscal Affairs Administrator	2	100.0000	\$62,811.00	\$125,622.00	\$119,340.90	\$6,281.10	\$0.00
New Entrant Program Evaluators	9	100.0000	\$40,626.00	\$365,634.00	\$347,352.30	\$18,281.70	\$0.00
Training Program Supervisor	1	100.0000	\$40,786.00	\$40,786.00	\$38,746.70	\$2,039.30	\$0.00
Database Administrator	2	100.0000	\$60,702.00	\$121,404.00	\$115,333.80	\$6,070.20	\$0.00
Senior Database Administrator	1	100.0000	\$87,858.00	\$87,858.00	\$83,465.10	\$4,392.90	\$0.00
Non-Commissioned CVE Trainer	6	100.0000	\$74,440.00	\$446,640.00	\$424,308.00	\$22,332.00	\$0.00
Non-Commissioned CVE Inspectors	146	100.0000	\$38,804.00	\$5,665,384.00	\$5,382,114.80	\$283,269.20	\$0.00
Commissioned CVE Troopers	88	100.0000	\$85,513.00	\$7,525,144.00	\$7,148,886.80	\$376,257.20	\$0.00
Technical Grant Writer	1	100.0000	\$72,789.00	\$72,789.00	\$69,149.55	\$3,639.45	\$0.00
Commissioned CVE Trooper FTE Equivalent	17	100.0000	\$85,513.00	\$1,453,721.00	\$1,381,034.95	\$72,686.05	\$0.00
Non-Commissioned Inspector FTE Equivalent	40	100.0000	\$38,804.00	\$1,552,160.00	\$1,474,552.00	\$77,608.00	\$0.00
Programmer V	1	100.0000	\$104,386.00	\$104,386.00	\$99,166.70	\$5,219.30	\$0.00
Programmer IV	1	100.0000	\$84,004.00	\$84,004.00	\$79,803.80	\$4,200.20	\$0.00
Commissioned CVE Line Sergeant	18	100.0000	\$95,254.00	\$1,714,572.00	\$1,628,843.40	\$85,728.60	\$0.00
Trooper and Inspector Train-the-Trainer Hours	1200	100.0000	\$41.11	\$49,332.00	\$46,865.40	\$2,466.60	\$0.00
Non-Commissioned CR/NE Investigators	44	100.0000	\$49,816.00	\$2,191,904.00	\$2,082,308.80	\$109,595.20	\$0.00
Non-Commissioned CVE Investigator Equivalent FTE	15	100.0000	\$49,816.00	\$747,240.00	\$709,878.00	\$37,362.00	\$0.00
Commissioned CVE Line Lieutenants	3	100.0000	\$107,560.00	\$322,680.00	\$306,546.00	\$16,134.00	\$0.00
Assistant State CVE Safety Coordinator	1	100.0000	\$131,982.00	\$131,982.00	\$125,382.90	\$6,599.10	\$0.00
NE/CR Program Coordinator	2	100.0000	\$93,169.00	\$186,338.00	\$177,021.10	\$9,316.90	\$0.00
Trooper NAS Part A Training Hours	7200	100.0000	\$41.11	\$295,992.00	\$281,192.40	\$14,799.60	\$0.00
Trooper NAS Part B	7200	100.0000	\$41.11	\$295,992.00	\$281,192.40	\$14,799.60	\$0.00

Training Hours								
Trooper NAS HM Training Hours	6000	100.0000	\$41.11	\$246,660.00	\$234,327.00	\$12,333.00	\$0.00	
Trooper NAS Cargo Tank Training Hours	4200	100.0000	\$41.11	\$172,662.00	\$164,028.90	\$8,633.10	\$0.00	
Trooper NAS Other Bulk Training Hours	2520	100.0000	\$41.11	\$103,597.20	\$98,417.34	\$5,179.86	\$0.00	
Trooper NAS PVI Training Hours	1728	100.0000	\$41.11	\$71,038.08	\$67,486.18	\$3,551.90	\$0.00	
Investigator Compliance Review Training Hours	3840	100.0000	\$23.95	\$91,968.00	\$87,369.60	\$4,598.40	\$0.00	
Staff Attorney	2	100.0000	\$81,495.00	\$162,990.00	\$154,840.50	\$8,149.50	\$0.00	
Non-Commissioned CVE Inspector Supervisor	6	100.0000	\$54,898.00	\$329,388.00	\$312,918.60	\$16,469.40	\$0.00	
<b>Subtotal: Salary</b>				<b>\$26,206,977.28</b>	<b>\$24,896,628.42</b>	<b>\$1,310,348.86</b>	<b>\$35,168,015.00</b>	
<b>Overtime Project Costs</b>								
All Positions and Hours	1	100.0000	\$3,931,046.59	\$3,931,046.59	\$3,734,494.26	\$196,552.33	\$0.00	
<b>Subtotal: Overtime</b>				<b>\$3,931,046.59</b>	<b>\$3,734,494.26</b>	<b>\$196,552.33</b>	<b>\$0.00</b>	
<b>TOTAL: Personnel</b>				<b>\$30,138,023.87</b>	<b>\$28,631,122.68</b>	<b>\$1,506,901.19</b>	<b>\$35,168,015.00</b>	
<b>Accounting Method:</b>	<b>Accrual</b>							

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

**Spending Plan: Personnel MCSAP**

Hourly rate is based on mid-range salary for civilian and commissioned personnel calculated to include pay adjustments resulting from legislative appropriation confirmed semi-annually. (Trooper III salary x 12 months / 2,080 Hours).

**Enforcement Hours:**

During FY 2025, the Department will request reimbursement for a portion of the inspection and investigation hours we estimate conducting in the course of our regular roadside enforcement program utilizing state funded inspectors. These inspections will consist of all levels with emphasis on Level I, II, & III Inspections and will be based on an average of one hour per inspection. This amount of time is needed to locate the vehicle, perform the inspection; complete the inspection report and CDL verification status check; file charges in the appropriate court, and oversee out-of-service drivers and vehicles. These inspection activities will be charged as Equivalent FTE positions based on the estimated number of hours to be spent on these activities at the corresponding salaries for the grant funded position titles.

Commissioned CVE Trooper Inspections Equivalent FTE  
 17 X 85,513 = \$1,453,721

Commissioned CVE Sergeant Inspections Equivalent FTE  
 3 X \$95,254 = \$285,762

Non-Commissioned Investigations Equivalent FTE  
 15 X \$49,816 = \$747,240

Non-Commissioned Inspector Equivalent FTE  
 40 X \$38,804 = 1,552,160.00

Allocated Budget for Driver/Vehicle Inspections and Carrier Investigations: \$5,538,592

**Training Plan**

The Department will conduct training during FY 2025, in all of the required courses as well as other state training courses for troopers as well as non-commissioned inspector and investigator personnel as follows:

<u>Courses</u>	<u>Students</u>	<u>Hourly Rate</u>	<u>Cost</u>
NAS (Part A) Training	180 X 40 hrs.	@ \$41.11	= \$295,992.00
NAS (Part B) Training	180 X 40 hrs.	@ \$41.11	= \$295,992.00
General Hazardous Materials Training	150 X 40 hrs.	@ \$41.11	= \$246,660.00
Cargo Tank Inspection Training	150 X 28 hrs.	@ \$41.11	= \$172,662.00
Other Bulk Packaging Training	90 X 28 hrs.	@ \$41.11	= \$103,597.00
Compliance Review Training	48 X 80 hrs.	@ \$23.95	= \$91,968.00
Passenger Vehicle Training	72 X 24 hrs.	@ \$41.11	= \$71,038.08

Total \$1,277,909.08

Train-the-Trainer Hours:

The Department plans to have twelve (12) CVE Troopers and Non-Commissioned Investigators serving as Associate Staff members of the Commercial Vehicle Safety Alliance during FY 2025. These troopers will instruct the training courses listed below in the Training Plan. Additionally, these instructors will be utilized to provide instruction in recertification schools for municipal and county MCSAP enforcement officers. The Department is allocating 1,200 hours for these instructors to provide the training. These Train-the-Trainer hours will charge against the grant at an hourly rate of \$41.11 for CVE commissioned officers.

Total Train-the-Trainer Expense  
 1,200 hours @ \$41.11 (wage) = \$49,332.00

**Total for all Hours = \$6,865,883.08**

**Positions:**

(Note: Salaries include wages, hazardous duty pay and stipends in some case. Overtime calculated at 15% of total wages).

Salary and Benefits for eighty eight (88) Commissioned Commercial Vehicle Enforcement Troopers to be located strategically along the Texas border and at strategically located facilities along crash corridor locations within the interior of the state. Troopers conduct inspections roadside and at ports of entry to satisfy border enforcement related goals.

88 positions @ \$85,513 = \$7,525,144

Salary and Benefits for one hundred and forty six (146) Civilian Commercial Vehicle Enforcement Inspectors and six civilian inspector supervisors (6) to be located strategically along the Texas border and at designated inspection/scale sites that are along major highway crash corridors. (Including overtime).

146 positions @ \$38,804 = \$5,665,384

6 positions @ \$54,898 = \$329,388

Salary and Benefits for forty four (44) Civilian Compliance Review/New Entrant Investigators strategically placed around state to augment the compliance review and New Entrant programs (Non-Commissioned positions at Salary Group B20, including overtime.)

44 positions @ \$49,816 = \$2,191,904.00

Salary and Benefits for twenty two (18) Commissioned Commercial Vehicle Enforcement Sergeants to manage the activities of the troopers and inspectors. Sergeants supervise daily operation of work and staff, provide staff training/technical assistance, coordinate staff work schedule/assignments, track and following-up on procedures to meet quality assurance, and track policy to ensure compliance.

18 positions @ \$95,254 = \$1,714,572

Salary and Benefits for three (3) Commissioned Commercial Vehicle Enforcement Lieutenants to be stationed at strategic locations along the border and to act as assistants to the captains as supervisors and to support border related activities. The third lieutenant will be assigned at headquarters and report to the Assistant State Commercial Vehicle Safety Coordinator. This position will assist with grant management, project management and supervise the states proposed nuclear/radiation detection unit.

3 positions @ \$107,560 = \$322,680

Salary and Benefits for Assistant State Commercial Vehicle Safety Coordinator position for grant preparation pertaining to CMV safety and to oversee federally funded projects, purchases and expenditures. (Commissioned officer at the rank of Captain, including overtime.)

1 position @ \$131,982.00

Salary and Benefits for two (2) New Entrant/Compliance Review Program Coordinator positions to assist with the overall management and supervision of the Compliance Review and New Entrant Program personnel. (Commissioned officer at the rank of Lieutenant or non-commissioned employee at a similar pay classification, including overtime)

2 position @ \$93,169 x 2= \$186,338.00

Salary and Benefits for five (5) Commissioned Commercial Vehicle Enforcement Trainer positions certified to instruct North American Standard Schools to all inspector personnel. (Commissioned officer at the rank of Sergeant, including overtime)

5 position @ \$95,254 = \$476,270

Salary and Benefits for five (5) Civilian Commercial Vehicle Enforcement Trainer positions certified to instruct North American Standard Schools to all inspector personnel. (Noncommissioned instructor, including overtime)

6 position @ \$74,440= \$446,640.00

Salary and Benefits for seventeen (17) Administrative Assistant positions to be located at strategic locations along the border (9), the Austin MCB training office (3), the THP headquarters office in Austin (2), the CVE office in Corpus Christi (1), THP HQ Austin Motor Carrier Bureau to support New Entrant Coordinator and one (1) additional position to also be added at Mt. Pleasant CVE Office (1). (Including Overtime)

17 positions @ \$36,017 = \$612,289.00

Salary and Benefits for two (2) Fiscal Affairs Administrators to monitor federally appropriated funds and expenditures, including the administration of purchasing, developing and maintenance of financial records. Administration and maintenance of equipment inventory records. (Non-Commissioned positions at Salary Group B19, including overtime.)

2 positions @ \$62,811=\$125,622.00

Salary and Benefits for one (1) Civilian Motor Carrier Training Program Supervisor in Austin to enhance the review, approval, and processing of compliance reviews conducted by field investigators. (Non-Commissioned position at Salary Group B17, including overtime.)

1 position @ \$40,786.00

Salary and Benefits for nine (9) Civilian New Entrant Audit Section Evaluators in Austin to enhance the review and processing of audits conducted by field investigators. (Non-Commissioned position at Salary of Administrative Assistant III, including overtime)

9 positions @ \$40,626 = \$365,634.00

Accurate and timely inspection, crash, and traffic enforcement data is essential to both the individual state programs and the National MCSAP Program. The Department has developed a State Inspection Database System (Formerly referred to as SIDS, now the CVE-3 application) to upload timely inspection and traffic enforcement data into SafetyNet and MCMIS. The Department continues to work with FMCSA to improve our existing interface to continue to enhance the timely uploads of CMV data to SafetyNet and MCMIS. The Department will utilize the service of three (3) full-time Database Administrators and two (2) programmers to ensure timely data uploads as well as maintenance, operations and ongoing enhancements to this mission-critical system. (Including Overtime)

Salary and Benefits, including overtime for the Database Administrators (Salary Groups B20 and B26)

1 @ \$87,858

2 @ \$60,702 = \$121,404.00

Salary and Benefits, including overtime for the Programmers (Programmer IV and V)

1 @ \$104,386.00

1 @ \$84,004.00

Total Allocated for Data Collection =\$410,555.00

Salary and Benefits for two (2) Staff Attorney to be stationed at headquarters to assist with legal interpretations, public information requests, administrative hearings, review of proposed legislation and other legal aspects of running the MCSAP program.

2 @ \$81,495 = \$162,990.00

Salary and Benefits for one (1) Traffic Data Analyst to be stationed at headquarters and assist with gathering, correlating and analyzing data regarding commercial vehicle crashes and their causes for use in preparation of the CVSP, quarterly performance reports and other purposes.

1 @ \$72,789

Salary and Benefits for one (1) technical grant writer/publication specialist to be stationed at headquarters to assist in completing the CVSP and MCSAP Grant application as well as quarterly performance reports and other required documentation. Additionally, this position assists with research throughout the year to support the annual completion of the CVSP.

1 @ \$72,789

Note on Overtime

Overtime may be utilized by personnel not fully MCSAP funded if working task force operations along border, in energy sector, high CMV crash corridor areas, motor coach inspection or similar MCSAP activities.

Overtime on all positions was derived by calculating 15% of salary costs. Although some employees work in excess of 15%, others choose not work all available overtime, or any overtime at all. 15% of personnel costs provides an estimate that is consistent with historical spending on overtime and well within the limitations placed on overtime within the grant.

Total Combined Personnel = \$ 26,206,977.28

Overtime on all Positions = \$ 3,931,046.59

**Total Personnel Cost = \$ 30,138,023.87**

**Part 4 Section 3 - Fringe Benefits**

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

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

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

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

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

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

**Fringe costs method: Actual Fringe Rate**

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MOE Fringe Benefits	100.0000	0.0000	\$553,991.00	\$0.00	\$0.00	\$0.00	\$553,991.00
All Positions and Hours	33.4300	100.0000	\$30,138,023.87	\$10,075,141.37	\$9,571,384.30	\$503,757.07	\$0.00
<b>TOTAL: Fringe Benefits</b>				<b>\$10,075,141.37</b>	<b>\$9,571,384.30</b>	<b>\$503,757.07</b>	<b>\$553,991.00</b>

**Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.**  
Spending Plan: Fringe Benefits

During this fiscal period, there is one uniform fringe rate of 33.43% applied to all positions. Benefits are calculated as base pay, per federal reimbursement policies outlined in Texas Accounting Policy Statement 023. These account for group insurance, retirement contributions, and benefit replacement pay. Fringe benefits are applied to expense for regular wages, billed hours and overtime costs. This amount is a budgetary place-holder as the state only bills FMCSA for actual costs.

Texas Accounting Policy Statement 023 Link:  
[https://fm.x.cpa.state.tx.us/fm/pubs/aps/23/a017\\_001.php](https://fm.x.cpa.state.tx.us/fm/pubs/aps/23/a017_001.php)

**Allocated Budget = \$10,075,141.37**

**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
MOE State Travel	1	365	0.0000	\$0.00	\$0.00	\$0.00	\$546,713.00
NAS Part A Schol	150	5	100.0000	\$124,500.00	\$118,275.00	\$6,225.00	\$0.00
NAS Part B School	150	5	100.0000	\$124,500.00	\$118,275.00	\$6,225.00	\$0.00
General HM School	100	5	100.0000	\$83,000.00	\$78,850.00	\$4,150.00	\$0.00
Cargo Tank School	100	5	100.0000	\$83,000.00	\$78,850.00	\$4,150.00	\$0.00
Other Bulk Packaging School	50	4	100.0000	\$33,200.00	\$31,540.00	\$1,660.00	\$0.00
Compliance Review School	25	10	100.0000	\$41,500.00	\$39,425.00	\$2,075.00	\$0.00
New Entrant Program School	25	10	100.0000	\$41,500.00	\$39,425.00	\$2,075.00	\$0.00
Passenger Vehicle Inspector School	40	3	100.0000	\$19,920.00	\$18,924.00	\$996.00	\$0.00
Intrastate Part C School	150	3	100.0000	\$74,700.00	\$70,965.00	\$3,735.00	\$0.00
NAS Recertificaiton	500	2	100.0000	\$166,000.00	\$157,700.00	\$8,300.00	\$0.00
Level VI Certificaion	6	4	100.0000	\$3,984.00	\$3,784.80	\$199.20	\$0.00
Level VI Recertification	6	1	100.0000	\$996.00	\$946.20	\$49.80	\$0.00
CVSA Spring Workshop	15	5	100.0000	\$30,000.00	\$28,500.00	\$1,500.00	\$0.00
CVSA Annual Conference	15	5	100.0000	\$30,000.00	\$28,500.00	\$1,500.00	\$0.00
North American Inspector Championship	2	5	100.0000	\$4,000.00	\$3,800.00	\$200.00	\$0.00
COHMED Conference	12	5	100.0000	\$24,000.00	\$22,800.00	\$1,200.00	\$0.00
Texas CMV Safety Summits	6	5	100.0000	\$9,000.00	\$8,550.00	\$450.00	\$0.00
Roadcheck Travel	150	3	100.0000	\$24,900.00	\$23,655.00	\$1,245.00	\$0.00
Interdiction Training	8	5	100.0000	\$15,000.00	\$14,250.00	\$750.00	\$0.00
CR Related Travel	25	11	100.0000	\$49,800.00	\$47,310.00	\$2,490.00	\$0.00
NEP Related Travel	25	12	100.0000	\$49,800.00	\$47,310.00	\$2,490.00	\$0.00
IH-35 Task Force	20	12	100.0000	\$39,840.00	\$37,848.00	\$1,992.00	\$0.00
MCSAP Task Force Operations	80	8	100.0000	\$106,240.00	\$100,928.00	\$5,312.00	\$0.00
Misc. MCSAP Travel	100	5	100.0000	\$111,964.00	\$106,632.00	\$5,332.00	\$0.00
<b>TOTAL: Travel</b>				<b>\$1,291,344.00</b>	<b>\$1,227,043.00</b>	<b>\$64,301.00</b>	<b>\$546,713.00</b>

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

**Spending Plan: Travel**

In-State Travel is calculated for each individual at a maximum per day cost of \$59.00 for meals and \$107.00 for lodging (total \$166) which is then divided in half to account for the Department's policy of double occupancy of rooms whenever practicable. Out of state travel is estimated and is based on historic levels of travel spending. Out of state travel reimbursement is calculated using current GSA rates. Out-

of-State Travel is more difficult to determine with different GSA rates based off of unknown locations. We use past expenditures to determine Out-of-State travel cost estimates for future travel needs.

-

North American Standard (Part A) School

Personnel to be trained – 150 Personnel for 5 days

(In-state, includes travel, meals & lodging)

**\$124,500**

North American Standard (Part B) School

Personnel to be trained – 150 Personnel for 5 days

(In-state, includes travel, meals & lodging)

**\$124,500**

General Hazardous Materials School

Personnel to be trained – 100 Personnel for 5 days

(In-state, includes travel, meals & lodging)

**\$83,000**

Cargo Tank Inspection School

Personnel to be trained – 100 Personnel for 5 days

(In-state, includes travel, meals, lodging)

**\$83,000**

Other Bulk Packaging School

Personnel to be trained – 50 Personnel for 4 days

(In-state, includes travel, meals, lodging)

**\$33,200**

Compliance Review Investigator School

Personnel to be trained – 25 Personnel for 10 days

(In-state, includes travel, meals, lodging)

**\$41,500**

New Entrant Audit Training

Personnel to be trained – 25 Personnel for 10 days

(In-state, includes travel, meals, lodging)

**\$41,500**

Passenger Vehicle Inspection School

Personnel to be trained – 40 Personnel for 3 days

(In-state, includes travel, meals, lodging)

\$19,920

Intrastate Motor Carrier Safety School "Texas Part C"

Course curriculum includes: Intrastate Regulations relating to Applicability, Equipment, Operating Authority, Driver Qualifications, Commercial Driver License, Commercial Vehicle Inspection, Hazardous Materials, and Insurance Regulations.

Personnel to be trained – 150 Personnel for 3 days

(In-state, includes travel, meals, lodging)

\$74,700

NAS Annual Recertification School

Personnel to be trained – 500 Personnel for 2 days

(In-state, includes travel, meals, lodging)

\$ 166,000

Level VI Certification School

Personnel to be trained – 6 Personnel for 4 days

(In-state, includes travel, meals, lodging)

\$3,984

NAS Level VI Annual Recertification School

Personnel to be trained – 6 Personnel for 1 day

(In-state, includes travel, meals, lodging)

\$996

CVSA Workshop

Out-of State

15 personnel @ \$2,000 each

\$30,000

CVSA Annual Conference

Out-of-state

15 personnel @ \$2,000 each

\$30,000

North American Inspectors Championship

Out-of-State

International Inspector Competition

2 personnel @ \$2,000 each

\$4,000

COHMED Conference

Out-of-State

12 personnel @ \$2,000 each

\$24,000

Texas CMV Safety Summits

6 personnel @ \$1,500 each - Safety Summits are calculated at this rate due to lodging at the locations at which they are sometimes held exceeding the in-state maximum rate. As TXDPS attendance is critical at these events, a lodging waiver is secured through the Chief of the Texas Highway Patrol. In all instances, every attempt is made to secure rooms at the state rate and if that is not possible at the GSA rate for the location of the the Summit.

\$9,000

Roadcheck 2022 Enforcement

150 personnel travel expense for 3 Days lodging and meals at the in-state rate.

\$24,900

Interdiction Training Travel (DIAP)

Out-of-State

8 personnel @ \$2,000 each

\$16,000

Compliance Review Related Travel

Compliance Review Investigators, Commercial Vehicle Inspectors conducting MCSAP related activities other than training in Austin.

\$49,800

New Entrant Audit Related Travel

(In-state, includes travel, meals, lodging)

\$49,800

Miscellaneous MCSAP Operations Related Travel

Out-of-Area meetings; Conferences for MCSAP Staff; Out of State Travel; FMCSA planned activities; Certification Maintenance; Travel for competitors for the State Challenge Competition; ELD Training; General MCSAP related travel; State CMV Conference related travel

(includes travel, meals, lodging) (In-state, includes travel, meals, lodging)  
\$96,600

#### IH-35 Task Force

Twelve (12) taskforce operations to be conducted in the vicinity of the IH-35 Crash Corridor. Task force operations to be conducted one per quarter for each of the three regions located along the corridor. Operations will consist of up to twenty (20) personnel for working for two consecutive days. Only ten (10) personnel will require travel. (3 x 4 x 10 x 2 x \$166.00) (In-state, includes travel, meals, lodging)

\$39,840

#### MCSAP Task Force Operations

Four (4) taskforce operations in each of the eight (8) captain's districts throughout the state will target aggressive driving of commercial vehicles and other traffic comingling with commercial vehicles. Taskforce operations will on average be conducted quarterly and consist of 10 personnel in each district working for 2 consecutive days during each operation. These personnel will be strategically located throughout each district to maximize efforts to reduce crashes. Level II and III inspections will be performed with the level III being the preferred level of inspection. These operations will target fatigued drivers and traffic enforcement violations such as speeding, following too close, lane violations, radar detector violations, etc. (4 x 8 x 10 x 2 x \$166) (In-state, includes travel, meals, lodging)

\$106,240

**Note regarding CVSA related travel:** The state is responsible for approximately 10% of all inspections performed nationwide and provides training opportunities to all states for both student and instructor certification. In some classes, as much as 50% of students attending Texas MCSAP schools might be from outside the state. The state frequently works in collaboration with CVSA on program development. In 2019, the state's CVE program coordinator was elected to the role of CVSA secretary and is currently serving as a past president. Participation within CVSA and all its committees is required at a high level and is to the benefit of the state, the Alliance and FMCSA.

**Allocated Budget (Training and Other) = \$ 1,291,344**

**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
Seatbelt/Mobile Phone Use Camera Systme	1	\$250,000.00	100	\$250,000.00	\$237,500.00	\$12,500.00	\$0.00
Post Crash Investigation Equipment and Software	2	\$50,000.00	80	\$80,000.00	\$76,000.00	\$4,000.00	\$0.00
All Terrain/Utility Vehicle	2	\$18,000.00	100	\$36,000.00	\$34,200.00	\$1,800.00	\$0.00
Portabel Inspection Trailer	1	\$18,000.00	100	\$18,000.00	\$17,100.00	\$900.00	\$0.00
Portable Scales	100	\$5,845.00	100	\$584,500.00	\$555,275.00	\$29,225.00	\$0.00
Supervisor Vehicles	10	\$40,000.00	100	\$400,000.00	\$380,000.00	\$20,000.00	\$0.00
Supervisor Vehicle Make Ready	10	\$9,500.00	100	\$95,000.00	\$90,250.00	\$4,750.00	\$0.00
Semi-Portable Scales	4	\$68,435.00	100	\$273,740.00	\$260,053.00	\$13,687.00	\$0.00
Computer Server	1	\$10,000.00	100	\$10,000.00	\$9,500.00	\$500.00	\$0.00
Bus Inspection Ramps	2	\$12,000.00	100	\$24,000.00	\$22,800.00	\$1,200.00	\$0.00
Scale Calibration Press	3	\$46,875.00	100	\$140,625.00	\$133,593.75	\$7,031.25	\$0.00
MOE State Equipment	1	\$1,646,753.00	0	\$0.00	\$0.00	\$0.00	\$1,646,753.00
Vehicles for Commissioned Line Officers	40	\$50,000.00	100	\$2,000,000.00	\$1,900,000.00	\$100,000.00	\$0.00
Patrol Vehicle Make Ready	40	\$20,000.00	100	\$800,000.00	\$760,000.00	\$40,000.00	\$0.00
<b>TOTAL: Equipment</b>				<b>\$4,711,865.00</b>	<b>\$4,476,271.75</b>	<b>\$235,593.25</b>	<b>\$1,646,753.00</b>
<b>Equipment threshold is greater than \$5,000.</b>							

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

Spending Plan: Equipment MCSAP

Officer Vehicles for Patrol or Utility (Vehicle replacement cycle based on a goal of 120,000 miles or else ten year interval)

Chevrolet Tahoe 4WD Pursuit Vehicle and Upfit

40 @ \$50,000 = **\$2,000,000**

Patrol Vehicle Make Ready Equipment

To include In-Car Computer, Mobile APX Radio, and WatchGuard 4RE Mobile Video System

40 @ \$20,000 = \$800,000

Supervisory Vehicles

Ford Police Interceptor or Tahoe with Upfit

10 @ \$40,000 = \$400,000

Supervisory Vehicle Make Ready Equipment

To include In-Car Computer and Mobile APX Radio

10 @ \$9,500 = \$95,000

Scale Calibration Press

To calibrate scales in order to weigh vehicles to ensure compliance with tire weight rating limitations in the FMCSR and other related weight laws. A CVSA level of inspection will be conducted and documented on all CMVs weighed. Will be part of the state's incentive allocation.

3 @ \$46,875 = \$140,625

Bus Ramps

To examine undercarriage of motor coaches for compliance with the FMCSRs

2 Set @ \$12,000 = \$24,000

Portable Office Inspection Trailer

For performing mobile task force operations to inspect CMVs

1 @ \$18,000 = \$18,000

Replacement of CVE Office Servers

Servers for Offices and Inspection Stations housing MCSAP Troopers and Inspectors

1 @ \$10,000 = \$10,000

One set of Semi-Portable Scales with Trailer to Carry.

Texas' policy is to perform full inspection on all CMVs cited for weight violation.

4@ \$68,435 = \$273,740

Portable Scales

To weigh vehicles to ensure compliance with tire weight rating limitation in the FMCSR and other weight related laws. A CVSA level 1-3 inspection will be conducted and documented on all CMV's weighed with these portable scales. WEill be part of the state's incentive allocation. Additional scales are needed for newly created trooper positions in this and previous CVSPs. Also, normal wear and tear

dictates a replacement of scales and maintenance of extra scales as loaners when assigned scales are being maintained or repaired. The state reiterates that a CVSA Level 1,2 or 3 inspection will be conducted and documented on all CMV's weighed with these portable scales. In addition to traditional weight violations these scales are frequently used to identify and document tire rating violations of Part 393.75, to verify that specification cargo tanks are not exceeding maximum loading restrictions and to confirm that certain vehicles are regulated under the FMCSR to include applicable CDL requirements. These scales play a critical role in our overall MCSAP enforcement program and are never used solely for weight operations. The state feels like this a 100% reimbursable expense.

100 @ 5845 = \$584,500

#### Post Crash Investigation Equipment and Software

Accurate, detailed crash investigation is vital to determining causative factors and developing comprehensive plans to reduce crash rates. The Department will invest in a variety of forensic mapping and data collection hardware and software which will facilitate more complete investigations of CMV involved traffic crashes. Although this equipment is intended to be used in commercial vehicle crash reconstructions, it may, at times, be used in non-cmv reconstructions. This is anticipated to be no more than 20% of usage. The cost has been prorated appropriately.

2 system @ \$50,000 @ 80% grant usage = \$80,000

#### All Terrain/Utility Vehicles

Many of Texas's inspection stations are very large. These vehicles will be used at the larger CMV inspection facilities. These vehicles will reduce the time that inspectors spend walking in extreme heat to parked vehicles around the inspection facility parking areas. This will improve inspector working conditions, employee health, and allow the inspectors to be more efficient in the performance of their duties.

2 @ \$18,000 = \$36,000

#### Seatbelt/Mobile Device Use Automated Camera System

Mobile elevated camera system to detect seatbelt violations and mobile phone/device use in commercial vehicles. Data gathered by this device will not be forwarded to the Texas CVIEW. Additionally, the data may or may not be used for enforcement purposes but will be used for statistical analysis to plan enforcement activities that target unsafe driver behavior. It is anticipated that the system will be leased from Accusensure or similar vendor.

1 @ \$250,000

**Allocated Budget = \$3,731,865.00**

**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
Bolt Cutter	50 Item	\$150.00	100.0000	\$7,500.00	\$7,125.00	\$375.00	\$0.00
Portable Breath Testers	100 item	\$330.00	100.0000	\$33,000.00	\$31,350.00	\$1,650.00	\$0.00
Wheel Chocks	200 pair	\$40.00	100.0000	\$8,000.00	\$7,600.00	\$400.00	\$0.00
Inspection Creeper	50 Item	\$400.00	100.0000	\$20,000.00	\$19,000.00	\$1,000.00	\$0.00
Other Inspection Related Tools and Supplies	600 varies	\$100.00	100.0000	\$60,000.00	\$57,000.00	\$3,000.00	\$0.00
High Quality Inspection Gloves	2500 pair	\$15.00	100.0000	\$37,500.00	\$35,625.00	\$1,875.00	\$0.00
Misc. Inspection Supplies - MCSAP Agencies	1 varies	\$341,909.00	100.0000	\$341,909.00	\$324,813.55	\$17,095.45	\$0.00
CVSA Out of Service Pictorial Handbooks	1200 book	\$35.00	100.0000	\$42,000.00	\$39,900.00	\$2,100.00	\$0.00
Office Supplies, Basic Tools and Furniture	600 varies	\$100.00	100.0000	\$60,000.00	\$57,000.00	\$3,000.00	\$0.00
Adobe Professional Software Licnese	150 License	\$300.00	100.0000	\$45,000.00	\$42,750.00	\$2,250.00	\$0.00
Other Essential Software License	600 License	\$100.00	100.0000	\$60,000.00	\$57,000.00	\$3,000.00	\$0.00
Safety Glasses	900 pair	\$10.00	100.0000	\$9,000.00	\$8,550.00	\$450.00	\$0.00
Printers	80 Item	\$500.00	100.0000	\$40,000.00	\$38,000.00	\$2,000.00	\$0.00
Thermal Paper for In- Car Printers	1 varies	\$10,000.00	100.0000	\$10,000.00	\$9,500.00	\$500.00	\$0.00
Cordless Portable Lighting System	10 Item	\$500.00	100.0000	\$5,000.00	\$4,750.00	\$250.00	\$0.00
Flashlights	150 Item	\$150.00	100.0000	\$22,500.00	\$21,375.00	\$1,125.00	\$0.00
Tint Meters	100 Item	\$300.00	100.0000	\$30,000.00	\$28,500.00	\$1,500.00	\$0.00
Federal Hazardous Material Regulation Books	1100 Book	\$45.49	100.0000	\$50,039.00	\$47,537.05	\$2,501.95	\$0.00
Federal Motor Carrier Regulation Books	1600 book	\$32.69	100.0000	\$52,304.00	\$49,688.80	\$2,615.20	\$0.00
Cell Phone Signal Booster	100 Item	\$1,000.00	100.0000	\$100,000.00	\$95,000.00	\$5,000.00	\$0.00
MOE State Supplies	1 Varies	\$2,180,578.00	0.0000	\$0.00	\$0.00	\$0.00	\$2,180,578.00
Computers with Accessories	155 each	\$2,120.00	100.0000	\$328,600.00	\$312,170.00	\$16,430.00	\$0.00
Portabel Storage Solution	2 each	\$4,999.00	100.0000	\$9,998.00	\$9,498.10	\$499.90	\$0.00
Stop Stick Tire Deflation Systems	100 Unit	\$506.00	100.0000	\$50,600.00	\$48,070.00	\$2,530.00	\$0.00
Vehicle Fuel	175 Varies	\$2,956.70	100.0000	\$517,422.50	\$491,551.38	\$25,871.12	\$0.00
Educational Handouts	32000 books	\$0.25	100.0000	\$8,000.00	\$7,600.00	\$400.00	\$0.00
DVD-RW	500 spindle	\$44.00	100.0000	\$22,000.00	\$20,900.00	\$1,100.00	\$0.00
Cargo Seals	8750	\$0.89	100.0000	\$7,787.50	\$7,398.13	\$389.37	\$0.00

Television	4 Item	\$600.00	100.0000	\$2,400.00	\$2,280.00	\$120.00	\$0.00
Digital Camera	100 Item	\$325.00	100.0000	\$32,500.00	\$30,875.00	\$1,625.00	\$0.00
Out of Service Sticker	10400 Sheet	\$4.00	100.0000	\$41,600.00	\$39,520.00	\$2,080.00	\$0.00
Portable Document Scanner	50 Item	\$825.00	100.0000	\$41,250.00	\$39,187.50	\$2,062.50	\$0.00
Speed Detection Equipment	50 each	\$3,500.00	100.0000	\$175,000.00	\$166,250.00	\$8,750.00	\$0.00
Hazmat Training Aids	2 each	\$3,950.00	100.0000	\$7,900.00	\$7,505.00	\$395.00	\$0.00
Maintenance Items for Portable Printers	920 Item	\$56.00	100.0000	\$51,520.00	\$48,944.00	\$2,576.00	\$0.00
Training Supplies	1 varies	\$50,000.00	100.0000	\$50,000.00	\$47,500.00	\$2,500.00	\$0.00
State Inspector Challenge Supplies	1 Varies	\$30,000.00	100.0000	\$30,000.00	\$28,500.00	\$1,500.00	\$0.00
Uniforms for Commissioned Personnel	350 ea	\$500.00	100.0000	\$175,000.00	\$166,250.00	\$8,750.00	\$0.00
Uniforms for Non- Commissioned Personnel	350 ea	\$300.00	100.0000	\$105,000.00	\$99,750.00	\$5,250.00	\$0.00
Ammunition and Firearms Supplies/Accessories for Commissioned Personnel	500 ea	\$125.00	100.0000	\$62,500.00	\$59,375.00	\$3,125.00	\$0.00
<b>TOTAL: Supplies</b>				<b>\$2,752,830.00</b>	<b>\$2,615,188.51</b>	<b>\$137,641.49</b>	<b>\$2,180,578.00</b>

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

**Spending Plan: Supplies MCSAP**

Laptop, Desktop or Tablet Computers with Accessories

(As part of three year replacement interval)

155 @ \$2,120.20 = \$328,600.00

Federal Motor Carrier Safety Regulations

(49 CFR 390 et seq)

1,600 books @ \$32.69 = \$52,304.00

Texas is a large state with many personnel involved in the enforcement of the Federal Motor Carrier Safety Regulations. TXDPS conducts recertification each year for 754 department personnel and 271 MCSAP certified personnel from other agencies. During recertification, each individual is provided with the most up to date version of the federal regulations and OOS Criteria. Additionally, TXDPS conducts approximately six (6) certification schools in each class for new inspectors each year adding, by 150-200, to the total number of manuals needed for instruction. Although the number of Commercial Vehicle Enforcement Troopers is fairly fixed, the numbers of MCSAP certified local officers and Highway Patrol Certified Troopers continues to increase. Additional manuals are procured as reference copies in the training unit and at fixed inspection sites around the state. Also, Texas Challenge competitors are issued a new set of manuals upon arrival to ensure a level playing field for the competition.

Projected supply costs are estimated based on historical usage with allowances for personnel growth and inflation.

Federal Hazardous Material Regulations

(49 CFR 100-185)

1,100 books @ \$45.49 = \$50,039.00

Texas is a large state with many personnel involved in the enforcement of the Federal Motor Carrier Safety Regulations. TXDPS conducts recertification each year for 754 department personnel and 271 MCSAP certified personnel from other agencies. During recertification, each individual is provided with the most up to date version of the federal regulation and OOS Criteria. Additionally, TXDPS conducts approximately six (6) certification schools in each class for new inspectors each year adding, by 150-200, to the total number of manuals needed for instruction. Although the number of Commercial Vehicle Enforcement Troopers is fairly fixed, the number of MCSAP certified local officers and Highway Patrol Certified Troopers continues to increase. Additional manuals are procured as reference copies in the training unit and at fixed inspection sites around the state. Also, Texas Challenge competitors are issued a new set of manuals upon arrival to ensure a level playing field for the competition.

#### DVD-RW's

(For the WatchGuard in-car video system to document commercial vehicle inspection and drug and alcohol enforcement activities)

500 spindles of 100 DVD-RW's @ \$44 = \$22,000

#### Cargo Seals – High and Standard Security

(To re-seal transport vehicles after FMCSR/HMR related inspections)

8,750 @ \$.89 = \$7,787.50

#### Gloves – High Quality

(To conduct commercial vehicle inspections)

2,500 pair @ \$15.00 = \$37,500

#### State Challenge Inspection Competition Supplies

which includes all training materials needed for testing modules and event supplies.

\$30,000

#### CVSA Out-of-Service Criteria Pictorial Handbooks

1200 @ \$35 = \$42,000

See notes above regarding federal regulation manuals for an explanation on the number of OOS Criteria projected.

#### Office Supplies, Basic Tools and Furniture

for personnel that administer the MCSAP program to include commissioned and non-commissioned staff throughout the state.

600 personnel @ \$100 = \$60,000

#### Adobe Professional Software Licenses

(To process CR, NE, Data Qs, and other CVE related documents)

150 @ \$300 = \$45,000

#### Other Essential Software Licenses

(To enhance security of data on laptop computers)

600@ \$100 = \$60,000

Safety Glasses

(For eye protection while conducting inspections)

900 pair @ \$10.00 = \$9,000.00

Printers

(To print CVE Inspection Reports and documents)

80 @ \$500 = \$40000

Thermal Paper

(For performing Inspections)

\$10,000

Televisions

(For CVE supervisors to review inspection contacts as well as alcohol and drug related cases pertaining to commercial vehicle operation to ensure proper procedures are followed and to enhance the overall quality of inspection activities. Officers' primary duty is the inspection of CMVs. Supervisory review of activities is essential to inspectors' professional development)

4 @ \$600 = \$2,400

Digital Cameras with Cases and Data Cards

(To document inspection defects for court & training)

100 @ \$325 = \$32,500

Out of Service Stickers

(Sticker to be placed on OOS vehicles as required)

2,600 sheets @ \$4.00/sheet = \$10,400 x 4 quarters = \$41,600

Portable Document Scanners

(To scan CRs and other CVE related documents)

50 @ \$825 = \$ 41,250

Maintenance Items for Portable Printers

(Ink Cartridges and Drums)

920 cartridges @ \$56 = \$51,520

Training Supplies

(For all schools listed in the Training Plan)

\$50,000

Hazardous Material Training Aids

2 @ 3950 = \$7900

Radar Detector Detectors

(To enforce FMCSRs related to the possession and use of radar detectors). Will be part of the state's incentive allocation.

2 @ \$1,300 = \$2,600

Bolt Cutters

(To enable inspectors to cut seals and locks on trailers in order to determine load securement)

50 @ \$150 = \$ 7500

Portable Breath Testers

(To enable inspectors to determine driver compliance with alcohol related state laws and federal regulations)

100 @ \$330 = \$ 33,000

Tint Meters

(To enable inspectors to check compliance)

100 @ \$300 = \$ 30,000

Wheel Chocks

(To secure commercial vehicles for level one inspections)

200 Sets @ \$40 = \$ 8,000

Inspection Creepers

(For performing inspections of CMV undercarriages)

50 @ \$400 = \$20,000

Speed Detection Equipment (Radar, LIDAR)

To enforce CMV speed laws throughout the state

50 @ \$3,500 = \$175,000

Other Inspection Related Tools and Supplies

For commissioned and non-commissioned inspectors. This may include brake chamber measuring tools, soapstone and soapstone holders to mark brakes for measurement, handheld infrared thermometers to screen brakes and tires for potential issues, chain gauge or pintle hook measuring devices or headlamps for inspections or any other device or tool that assists enforcement personnel in conducting inspections.

600 @ \$100 = \$ 60,000

Uniforms Commissioned

For commissioned MCSAP funded officers

350 @ \$500 = \$ 175,000

Uniforms for Non-commissioned

For commissioned MCSAP funded inspectors and investigators

350 @ \$300 = \$ 105,000

Ammunition and Firearms Supplies/Accessories

For Commissioned Trooper MCSAP Inspectors

500 @ \$125 = \$ 62,500

Cordless Portable Lighting Systems

For Inspection Stations

10 @ \$500 = \$5,000

Flashlights

For performing inspections during night operations

200 @ \$150 = \$30,000

Stop Sticks and other Specifically Law Enforcement Related Equipment

Vehicle Pursuit Stopping System for Fully Funded Commissioned Employees

100 @ \$506 = \$50,600

Vehicle Fuel

For MCASP Activity Employees' Vehicles

175 @ \$2956.70 = \$ 517,422.50

Educational Handouts (Public Education)

Public education and awareness activities are essential in order to increase the level of compliance with safety regulations. This program is needed in light of the increased emphasis placed on the Compliance Review Program in order to educate carriers who are less familiar with the Compliance – Safety – Accountability (CSA) program. The Department plans to distribute publications on “A Texas Motor Carrier’s Guide to Highway Safety” and “A Texas Guide to Farm Vehicle Compliance,” commercial vehicle safety requirements for farm industry transportation, and driver and vehicle requirements for commercial transportation in Texas.

Cost to Produce and Ship Educational Materials

(32,000 @ Approximately \$.25 / Publication) = \$8,000

Cell Phone Signal Booster

One of the national emphasis areas that Texas struggles with is identifying and documenting Federal OOS orders. Some of the states struggles can be attributed to poor cell phone reception in rural areas of the state that prevent the real time checking of data during roadside inspections. Installing cell phone signal boosters in patrol units in these areas will greatly enhance the states ability to check this data and identify OOS carriers.

100 Units @ \$1000 = \$100,000

Inspection Supplies for MCSAP Agencies - The department has Memorandums of Understanding with 72 outside agencies within Texas allowing those agencies to conduct MCSAP inspection activities. The department intends to provide non-monetary, in-kind support to these agencies by purchasing commonly used inspection items for distribution to outside agencies. This equipment could include such items as gloves, safety glasses, tint meters, chock blocks, chamber mates or mechanics creepers. Not included would be any item that would be considered a capital purchase by the department's finance rules or vehicle maintenance or fuel expenditures.

\$341,909

Portable Storage Solutions for Inspection Facilities

Storage containers to store inspection equipment and supplies at inspection facilities around the state.

2 @ \$4999 = \$9998.00

**Allocated Budget = \$ 2,659,830.00**

<b>Part 4 Section 7 - Contractual and Subaward</b>
----------------------------------------------------

*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
Operations and Maintenance Costs for ITD Projects	0	Contract	100.0000	\$489,000.00	\$464,550.00	\$24,450.00	\$0.00
Description of Services: O&M Costs for maintaining/repairing/replacing screening and sorting solutions at various inspections stations throughout the state							
Lease of Portable Modular Building	0	Contract	100.0000	\$65,000.00	\$61,750.00	\$3,250.00	\$0.00
Description of Services: Building to serve as inspection facility at New Waverly Location.							
MOE - Contractual		Contract	0.0000	\$0.00	\$0.00	\$0.00	\$57,348.00
Description of Services: MOE							
Lease of Portable Modular Building at Austin	0	Contract	100.0000	\$113,081.84	\$107,427.75	\$5,654.09	\$0.00
Description of Services: Office to House NE and CR Investigators and Storage for Training							
Lease of Portable Modular Buildings at Border Sites	0	Contract	100.0000	\$364,000.00	\$345,800.00	\$18,200.00	\$0.00
Description of Services: To Office Inspectors and to act as inspection facilities at Los Indios and World Trade Bridge							
Lease of Facilities in Laredo	0	Contract	100.0000	\$40,903.20	\$38,858.04	\$2,045.16	\$0.00
Description of Services: Office Space for CR and NE Investigators							
Facilities Operation and Maintenance	0	Contract	100.0000	\$300,000.00	\$285,000.00	\$15,000.00	\$0.00
Description of Services: For screening solutions at fixed locations and on main lane highways around the state.							
Lease of Inspection Awning	0	Contract	100.0000	\$30,000.00	\$28,500.00	\$1,500.00	\$0.00
Description of Services: Lighted Awning to cover inspection area at Rivera Inspection Facility.							
Lease of Portable Modular Buildings	0	Contract	100.0000	\$40,000.00	\$38,000.00	\$2,000.00	\$0.00
Description of Services: Buildings to serve as inspection facilities at Terrell Location.							
Lease of Portable Modular Buildings	0	Contract	100.0000	\$50,000.00	\$47,500.00	\$2,500.00	\$0.00
Description of Services: Buildings to serve as inspection facilities at Tyler Location.							
Lease of Portable Modular Buildings	0	Contract	100.0000	\$45,000.00	\$42,750.00	\$2,250.00	\$0.00
Description of Services: Buildings to serve as inspection facility at Winnie Facility.							
Lease of Portable Modular Building	0	Contract	100.0000	\$45,000.00	\$42,750.00	\$2,250.00	\$0.00
Description of Services: Building to serve as inspection facility at Penwell Location.							
Commercial Vehicle Safety Media Plan	0	Contract	100.0000	\$550,000.00	\$522,500.00	\$27,500.00	\$0.00
Description of Services: Commercial Vehicle Safety related media materials. Possibly including TV, Radio or print ads							
Replacement Set Up Costs for Leased Facilities	0	Contract	100.0000	\$371,441.72	\$352,869.63	\$18,572.09	\$0.00
Description of Services: set up costs associated with new buildings.							
Janitorial, Pest Control and Grounds Contracts	0	Contract	100.0000	\$200,000.00	\$190,000.00	\$10,000.00	\$0.00
Description of Services: Services at inspection facilities							
<b>TOTAL: Contractual</b>				<b>\$2,703,426.76</b>	<b>\$2,568,255.42</b>	<b>\$135,171.34</b>	<b>\$57,348.00</b>

**and Subaward**

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

**Spending Plan: Contractual**

Note: Contracts entered in to by the Texas Department of Public Safety follow a careful and standardized procurement process and are reviewed at multiple managerial levels as well as by the Office of General Council when appropriate to ensure vendors a fair and equitable opportunity to enter in to an arm’s length association for obtaining goods and services.

Lease of Portable Modular Buildings at Austin

For Training and to Office NE/CR Investigators and Storage for Training  
\$113,081

Lease of Portable Modular Buildings at Border Sites and Throughout the State

To office inspectors and to act as inspection facilities  
\$364,000

Janitorial, Pest Control and Grounds Contracts at Inspection Facilities

These office CMV inspectors  
\$ 200,000

These serives include traditional janitorial services and trash removal. Pest control includes traditional pest control and occasionally snake removal. Grounds is not landscaping, but rather any issue that might interfere with safe and efficient operations.

Lease of Office Facilities in Laredo

To office San Antonio NE and CR investigators  
\$40,903

Fabrication, delivery, set-up, utilities connect and lease of two New Portable Buildings at Facility Locations TBD

To office inspectors and to act as inspection facility and includes make ready and yearly lease  
\$371,441.72

Operations and Maintenance (O&M)

Screening and Main Lane Sorting Systems -LPR, DOT-R, Tire Anomaly, Over-Height and WIM Maintenance Agreements at Falfurrias, Sequin, Penwell, Devine and Queen City Inspection Facilities (ITD 2018, 2020, 2021)

These funds are spent by way of maintenance agreements with the vendor. The cost covers replacement of broken or malfunctioning equipment is not used for upgrades or enhancements.

\$300,000

Screening and Sorting Systems -LPR, DOT-R, Thermal Imaging (ATIS), Over-Height and WIM Maintenance Agreements at Kingsbury/Seguin Inspection Facility (ITD 2016). These funds are dedicated to a maintenacne agreement that covers breakdown or malfunction of equipment and is not used for upgrades or enhancements.

\$82,000

Screening and Sorting Systems – LPR, DOT-R, Over-height detection maintenance agreements at New Waverly and Devine NB and SB Inspection Facilities (PRISM Screening, Credentialing and OOS Detection)These funds are dedicated to a maintenance agreement that covers breakdown of equipment and is not used for upgrades or enhancements.

\$52,000

Screening Systems -LPR, DOT-R, Maintenance Agreements at Queen City Inspection Facility (PRISM Screening, Credentialing and OOS Detection)These fundsa are dedicated to a maintenance agreement with the vendor and cover breakdown or malfunction of equipment and are not used for upgrades or enhancements.

\$29,000

Screening Systems -LPR, DOT-R, Maintenance Agreements at Riviera Inspection Facility (PRISM Screening, Credentialing and OOS Detection) These funds are dedicated to a maintenance agreement with the vendor to cover breakdown or malfunctionof equipment and are not used for upgrades or enhancements.

\$26,000

ITD O&M line items are dedicated to maintenance, repair or replacement and will not be used for upgrades or enhancements.

Commercial Vehicle Safety Media Plan - The department intends to partner with our state DOT agency to produce commercial vehicle safety products for public consumption. These may include billboards, television or radio ads or social media presence.  
\$550,000

**Total Operations and Maintenance = \$489,000**

**Total Contractual Costs = \$2,703,426.42**

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

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

Enter a description of each requested Other Cost.

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

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

### **Indirect Costs**

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

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

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

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Maintenance of CVE Inspection Facilities	1 varies	\$650,000.00	100.0000	\$650,000.00	\$617,500.00	\$32,500.00	\$0.00
Employee Drug Testing	65 each	\$75.00	100.0000	\$4,875.00	\$4,631.25	\$243.75	\$0.00
Cell Phone Service	60 Each	\$600.00	100.0000	\$36,000.00	\$34,200.00	\$1,800.00	\$0.00
Cellular Air Card Service	25 each	\$600.00	100.0000	\$15,000.00	\$14,250.00	\$750.00	\$0.00
Computer Network Upgrades	1 Varies	\$39,000.00	100.0000	\$39,000.00	\$37,050.00	\$1,950.00	\$0.00
Registration Fees for State CMV Conferences	75 fee	\$200.00	100.0000	\$15,000.00	\$14,250.00	\$750.00	\$0.00
Postage and Shipping Costs	1 varies	\$6,500.00	100.0000	\$6,500.00	\$6,175.00	\$325.00	\$0.00
Commercial Vehicle Safety Alliance Participation	1 Annual Dues	\$19,100.00	100.0000	\$19,100.00	\$18,145.00	\$955.00	\$0.00
Registration Fees for CVSA Events	30 Fee	\$750.00	100.0000	\$22,500.00	\$21,375.00	\$1,125.00	\$0.00
Registration Fee DIAP	6 Fee	\$1,000.00	100.0000	\$6,000.00	\$5,700.00	\$300.00	\$0.00
MOE State Other	1 NA	\$1,120,049.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,120,049.00
New or Replacement Furniture for Inspection Stations	1 ea	\$200,000.00	100.0000	\$200,000.00	\$190,000.00	\$10,000.00	\$0.00
Vehicle Maintenance	1 ea	\$300,000.00	100.0000	\$300,000.00	\$285,000.00	\$15,000.00	\$0.00
Registration Fees For Other CVE Related Conferences	1 ea	\$10,000.00	100.0000	\$10,000.00	\$9,500.00	\$500.00	\$0.00
Utilities	1 ea	\$225,000.00	100.0000	\$225,000.00	\$213,750.00	\$11,250.00	\$0.00
<b>TOTAL: Other Costs</b>				<b>\$1,548,975.00</b>	<b>\$1,471,526.25</b>	<b>\$77,448.75</b>	<b>\$1,120,049.00</b>

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

**Spending Plan: Other**

Commercial Vehicle Safety Alliance Participation

The Department will continue to be an active member of CVSA.  
Annual Membership Dues = \$19,100

Registration Fees CVSA

For CVSA Related Conferences - 15 attendees at two events per year for a total of 30 conference fees.  
30 @ \$750= \$22,500

Registration Fees

Outside MCSAP Related Training including (Drug Interdiction Assistance Program) DIAP  
\$6,000

Registration Fees-State CMV Conference – (TXTA Conference, State Challenge)

Registration fees are utilized by enforcement attendees at conferences and could be utilized for any state trucking association event. Primarily, the Texas Trucking Association is the state's principal motor carrier alliance and hosts the cooperative State Trucking Competition and agency Challenge, an educational event for both industry and enforcement personnel.

75 @ \$200 = \$15,000

Cellular Phone Service Contracts

For Grant funded investigators and supervisors to conduct MCSAP activities

60 contracts at \$600 = \$36,000

Cellular Air Card Contracts

To conduct MCSAP work related activities

25 contracts at \$600 = \$15,000

Employee Drug Testing, Background Check, Foreign Language Testing and Other Administrative Costs

For MCSAP funded employees

65 @ \$75 = \$4,875

Postage and Shipping

for the Motor Carrier Bureau to mail compliance review and other MCSAP related correspondence

\$6,500

Vehicle Maintenance Costs

For commissioned personnel assigned vehicles to include service, inspection, periodic replacement of brakes, tires, belts, hoses and other permissible essentials. Cost estimated based on previous years.

\$300,000

Utilities

To include including electric, water, wastewater, internet, telephone, janitorial and other ongoing costs at Border Safety Inspection Facilities, Devine weigh strip facility along IH-35 crash corridor and MCSAP training classroom at Austin.

Cost estimated based on previous years.

\$225,000

Registration Fees for other Commercial Vehicle Enforcement Related Conferences. This may include American Trucking Association events, Transportation Research Board events or other events as the situation dictates.

1 @ \$10,000

Computer Network Upgrades

At CVE Offices and Inspection Facilities

\$39,000

Maintenance/Improvements to Inspection Facility and CVE Office Infrastructure

To include items approved on a case by case basis within the boundaries of recent policy revision regarding infrastructure improvements. The limitations placed on the expenditure of these funds is well understood by the state. These funds will not be expended to prolong the life or add value to a capital project. These funds will be expended only for necessary maintenance of inspection or office facilities. The estimated expenditure is based on historical expenditures of this nature and expected expansion of MCSAP funded facilities which will necessarily require some maintenance at times.

\$650,000

Office Furniture for Inspections Stations

This would include the cost for furniture at new facilities and replacement of worn out furniture in existing facilities.

\$200,000

**Allocated Budget = \$1,548,975**

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

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

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$50,560,049.00	\$2,661,055.00	\$53,221,104.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$7,983,166.00
MOE Baseline:	\$4,946,767.60

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MOE State Personnel	\$0.00	\$0.00	\$0.00	\$35,168,015.00
Data Analyst	\$69,149.55	\$3,639.45	\$72,789.00	\$0.00
CVE Commissioned MCSAP Instructors	\$452,456.50	\$23,813.50	\$476,270.00	\$0.00
Commissioned Sergeant FTE Equivalent	\$271,473.90	\$14,288.10	\$285,762.00	\$0.00
Administrative Assistants	\$581,674.55	\$30,614.45	\$612,289.00	\$0.00
Fiscal Affairs Administrator	\$119,340.90	\$6,281.10	\$125,622.00	\$0.00
New Entrant Program Evaluators	\$347,352.30	\$18,281.70	\$365,634.00	\$0.00
Training Program Supervisor	\$38,746.70	\$2,039.30	\$40,786.00	\$0.00
Database Administrator	\$115,333.80	\$6,070.20	\$121,404.00	\$0.00
Senior Database Administrator	\$83,465.10	\$4,392.90	\$87,858.00	\$0.00
Non-Commissioned CVE Trainer	\$424,308.00	\$22,332.00	\$446,640.00	\$0.00
Non-Commissioned CVE Inspectors	\$5,382,114.80	\$283,269.20	\$5,665,384.00	\$0.00
Commissioned CVE Troopers	\$7,148,886.80	\$376,257.20	\$7,525,144.00	\$0.00
Technical Grant Writer	\$69,149.55	\$3,639.45	\$72,789.00	\$0.00
Commissioned CVE Trooper FTE Equivalent	\$1,381,034.95	\$72,686.05	\$1,453,721.00	\$0.00
Non-Commissioned Inspector FTE Equivalent	\$1,474,552.00	\$77,608.00	\$1,552,160.00	\$0.00
Programmer V	\$99,166.70	\$5,219.30	\$104,386.00	\$0.00
Programmer IV	\$79,803.80	\$4,200.20	\$84,004.00	\$0.00
Commissioned CVE Line Sergeant	\$1,628,843.40	\$85,728.60	\$1,714,572.00	\$0.00
Trooper and Inspector Train-the-Trainer Hours	\$46,865.40	\$2,466.60	\$49,332.00	\$0.00
Non-Commissioned CR/NE Investigators	\$2,082,308.80	\$109,595.20	\$2,191,904.00	\$0.00
Non-Commissioned CVE Investigator Equivalent FTE	\$709,878.00	\$37,362.00	\$747,240.00	\$0.00
Commissioned CVE Line Lieutenants	\$306,546.00	\$16,134.00	\$322,680.00	\$0.00
Assistant State CVE Safety Coordinator	\$125,382.90	\$6,599.10	\$131,982.00	\$0.00
NE/CR Program Coordinator	\$177,021.10	\$9,316.90	\$186,338.00	\$0.00
Trooper NAS Part A Training Hours	\$281,192.40	\$14,799.60	\$295,992.00	\$0.00
Trooper NAS Part B Training Hours	\$281,192.40	\$14,799.60	\$295,992.00	\$0.00
Trooper NAS HM Training Hours	\$234,327.00	\$12,333.00	\$246,660.00	\$0.00
Trooper NAS Cargo Tank Training Hours	\$164,028.90	\$8,633.10	\$172,662.00	\$0.00
Trooper NAS Other Bulk Training Hours	\$98,417.34	\$5,179.86	\$103,597.20	\$0.00
Trooper NAS PVI Training Hours	\$67,486.18	\$3,551.90	\$71,038.08	\$0.00
Investigator Compliance Review Training Hours	\$87,369.60	\$4,598.40	\$91,968.00	\$0.00
Staff Attorney	\$154,840.50	\$8,149.50	\$162,990.00	\$0.00
Non-Commissioned CVE Inspector Supervisor	\$312,918.60	\$16,469.40	\$329,388.00	\$0.00
<b>Salary Subtotal</b>	<b>\$24,896,628.42</b>	<b>\$1,310,348.86</b>	<b>\$26,206,977.28</b>	<b>\$35,168,015.00</b>
All Positions and Hours	\$3,734,494.26	\$196,552.33	\$3,931,046.59	\$0.00
<b>Overtime subtotal</b>	<b>\$3,734,494.26</b>	<b>\$196,552.33</b>	<b>\$3,931,046.59</b>	<b>\$0.00</b>
<b>Personnel total</b>	<b>\$28,631,122.68</b>	<b>\$1,506,901.19</b>	<b>\$30,138,023.87</b>	<b>\$35,168,015.00</b>

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE Fringe Benefits	\$0.00	\$0.00	\$0.00	\$553,991.00
All Positions and Hours	\$9,571,384.30	\$503,757.07	\$10,075,141.37	\$0.00
<b>Fringe Benefits total</b>	<b>\$9,571,384.30</b>	<b>\$503,757.07</b>	<b>\$10,075,141.37</b>	<b>\$553,991.00</b>



Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE State Travel	\$0.00	\$0.00	\$0.00	\$546,713.00
NAS Part A Schol	\$118,275.00	\$6,225.00	\$124,500.00	\$0.00
NAS Part B School	\$118,275.00	\$6,225.00	\$124,500.00	\$0.00
General HM School	\$78,850.00	\$4,150.00	\$83,000.00	\$0.00
Cargo Tank School	\$78,850.00	\$4,150.00	\$83,000.00	\$0.00
Other Bulk Packaging School	\$31,540.00	\$1,660.00	\$33,200.00	\$0.00
Compliance Review School	\$39,425.00	\$2,075.00	\$41,500.00	\$0.00
New Entrant Program School	\$39,425.00	\$2,075.00	\$41,500.00	\$0.00
Passenger Vehicle Inspector School	\$18,924.00	\$996.00	\$19,920.00	\$0.00
Intrastate Part C School	\$70,965.00	\$3,735.00	\$74,700.00	\$0.00
NAS Recertificaiton	\$157,700.00	\$8,300.00	\$166,000.00	\$0.00
Level VI Certificaion	\$3,784.80	\$199.20	\$3,984.00	\$0.00
Level VI Recertification	\$946.20	\$49.80	\$996.00	\$0.00
CVSA Spring Workshop	\$28,500.00	\$1,500.00	\$30,000.00	\$0.00
CVSA Annual Conference	\$28,500.00	\$1,500.00	\$30,000.00	\$0.00
North American Inspector Championship	\$3,800.00	\$200.00	\$4,000.00	\$0.00
COHMED Conference	\$22,800.00	\$1,200.00	\$24,000.00	\$0.00
Texas CMV Safety Summits	\$8,550.00	\$450.00	\$9,000.00	\$0.00
Roadcheck Travel	\$23,655.00	\$1,245.00	\$24,900.00	\$0.00
Interdiction Training	\$14,250.00	\$750.00	\$15,000.00	\$0.00
CR Related Travel	\$47,310.00	\$2,490.00	\$49,800.00	\$0.00
NEP Related Travel	\$47,310.00	\$2,490.00	\$49,800.00	\$0.00
IH-35 Task Force	\$37,848.00	\$1,992.00	\$39,840.00	\$0.00
MCSAP Task Force Operations	\$100,928.00	\$5,312.00	\$106,240.00	\$0.00
Misc. MCSAP Travel	\$106,632.00	\$5,332.00	\$111,964.00	\$0.00
<b>Travel total</b>	<b>\$1,227,043.00</b>	<b>\$64,301.00</b>	<b>\$1,291,344.00</b>	<b>\$546,713.00</b>

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Seatbelt/Mobile Phone Use Camera Systeme	\$237,500.00	\$12,500.00	\$250,000.00	\$0.00
Post Crash Investigation Equipment and Software	\$76,000.00	\$4,000.00	\$80,000.00	\$0.00
All Terrain/Utility Vehicle	\$34,200.00	\$1,800.00	\$36,000.00	\$0.00
Portabel Inspection Trailer	\$17,100.00	\$900.00	\$18,000.00	\$0.00
Portable Scales	\$555,275.00	\$29,225.00	\$584,500.00	\$0.00
Supervisor Vehicles	\$380,000.00	\$20,000.00	\$400,000.00	\$0.00
Supervisor Vehicle Make Ready	\$90,250.00	\$4,750.00	\$95,000.00	\$0.00
Semi-Portable Scales	\$260,053.00	\$13,687.00	\$273,740.00	\$0.00
Computer Server	\$9,500.00	\$500.00	\$10,000.00	\$0.00
Bus Inspection Ramps	\$22,800.00	\$1,200.00	\$24,000.00	\$0.00
Scale Calibration Press	\$133,593.75	\$7,031.25	\$140,625.00	\$0.00
MOE State Equipment	\$0.00	\$0.00	\$0.00	\$1,646,753.00
Vehicles for Commissioned Line Officers	\$1,900,000.00	\$100,000.00	\$2,000,000.00	\$0.00
Patrol Vehicle Make Ready	\$760,000.00	\$40,000.00	\$800,000.00	\$0.00
<b>Equipment total</b>	<b>\$4,476,271.75</b>	<b>\$235,593.25</b>	<b>\$4,711,865.00</b>	<b>\$1,646,753.00</b>

<b>Supplies</b>				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Bolt Cutter	\$7,125.00	\$375.00	\$7,500.00	\$0.00
Portable Breath Testers	\$31,350.00	\$1,650.00	\$33,000.00	\$0.00
Wheel Chocks	\$7,600.00	\$400.00	\$8,000.00	\$0.00
Inspection Creeper	\$19,000.00	\$1,000.00	\$20,000.00	\$0.00
Other Inspection Related Tools and Supplies	\$57,000.00	\$3,000.00	\$60,000.00	\$0.00
High Quality Inspection Gloves	\$35,625.00	\$1,875.00	\$37,500.00	\$0.00
Misc. Inspection Supplies - MCSAP Agencies	\$324,813.55	\$17,095.45	\$341,909.00	\$0.00
CVSA Out of Service Pictorial Handbooks	\$39,900.00	\$2,100.00	\$42,000.00	\$0.00
Office Supplies, Basic Tools and Furniture	\$57,000.00	\$3,000.00	\$60,000.00	\$0.00
Adobe Professional Software Licnese	\$42,750.00	\$2,250.00	\$45,000.00	\$0.00
Other Essential Software License	\$57,000.00	\$3,000.00	\$60,000.00	\$0.00
Safety Glasses	\$8,550.00	\$450.00	\$9,000.00	\$0.00
Printers	\$38,000.00	\$2,000.00	\$40,000.00	\$0.00
Thermal Paper for In-Car Printers	\$9,500.00	\$500.00	\$10,000.00	\$0.00
Cordless Portable Lighting System	\$4,750.00	\$250.00	\$5,000.00	\$0.00
Flashlights	\$21,375.00	\$1,125.00	\$22,500.00	\$0.00
Tint Meters	\$28,500.00	\$1,500.00	\$30,000.00	\$0.00
Federal Hazardous Material Regulation Books	\$47,537.05	\$2,501.95	\$50,039.00	\$0.00
Federal Motor Carrier Regulation Books	\$49,688.80	\$2,615.20	\$52,304.00	\$0.00
Cell Phone Signal Booster	\$95,000.00	\$5,000.00	\$100,000.00	\$0.00
MOE State Supplies	\$0.00	\$0.00	\$0.00	\$2,180,578.00
Computers with Accessories	\$312,170.00	\$16,430.00	\$328,600.00	\$0.00
Portabel Storage Solution	\$9,498.10	\$499.90	\$9,998.00	\$0.00
Stop Stick Tire Deflation Systems	\$48,070.00	\$2,530.00	\$50,600.00	\$0.00
Vehicle Fuel	\$491,551.38	\$25,871.12	\$517,422.50	\$0.00
Educational Handouts	\$7,600.00	\$400.00	\$8,000.00	\$0.00
DVD-RW	\$20,900.00	\$1,100.00	\$22,000.00	\$0.00
Cargo Seals	\$7,398.13	\$389.37	\$7,787.50	\$0.00
Television	\$2,280.00	\$120.00	\$2,400.00	\$0.00
Digital Camera	\$30,875.00	\$1,625.00	\$32,500.00	\$0.00
Out of Service Sticker	\$39,520.00	\$2,080.00	\$41,600.00	\$0.00
Portable Document Scanner	\$39,187.50	\$2,062.50	\$41,250.00	\$0.00
Speed Detection Equipment	\$166,250.00	\$8,750.00	\$175,000.00	\$0.00
Hazmat Training Aids	\$7,505.00	\$395.00	\$7,900.00	\$0.00
Maintenance Items for Portable Printers	\$48,944.00	\$2,576.00	\$51,520.00	\$0.00
Training Supplies	\$47,500.00	\$2,500.00	\$50,000.00	\$0.00
State Inspector Challenge Supplies	\$28,500.00	\$1,500.00	\$30,000.00	\$0.00
Uniforms for Commissioned Personnel	\$166,250.00	\$8,750.00	\$175,000.00	\$0.00
Uniforms for Non-Commissioned Personnel	\$99,750.00	\$5,250.00	\$105,000.00	\$0.00
Ammunition and Firearms Supplies/Accessories for Commissioned Personnel	\$59,375.00	\$3,125.00	\$62,500.00	\$0.00
<b>Supplies total</b>	<b>\$2,615,188.51</b>	<b>\$137,641.49</b>	<b>\$2,752,830.00</b>	<b>\$2,180,578.00</b>

<b>Contractual and Subaward</b>				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Operations and Maintenance Costs for ITD Projects	\$464,550.00	\$24,450.00	\$489,000.00	\$0.00
Lease of Portable Modular Building	\$61,750.00	\$3,250.00	\$65,000.00	\$0.00
MOE - Contractual	\$0.00	\$0.00	\$0.00	\$57,348.00
Lease of Portable Modular Building at Austin	\$107,427.75	\$5,654.09	\$113,081.84	\$0.00
Lease of Portable Modular Buildings at Border Sites	\$345,800.00	\$18,200.00	\$364,000.00	\$0.00
Lease of Facilities in Laredo	\$38,858.04	\$2,045.16	\$40,903.20	\$0.00
Facilities Operation and Maintenance	\$285,000.00	\$15,000.00	\$300,000.00	\$0.00
Lease of Inspection Awning	\$28,500.00	\$1,500.00	\$30,000.00	\$0.00
Lease of Portable Modular Buildings	\$38,000.00	\$2,000.00	\$40,000.00	\$0.00
Lease of Portable Modular Buildings	\$47,500.00	\$2,500.00	\$50,000.00	\$0.00
Lease of Portable Modular Buildings	\$42,750.00	\$2,250.00	\$45,000.00	\$0.00
Lease of Portable Modular Building	\$42,750.00	\$2,250.00	\$45,000.00	\$0.00
Commercial Vehicle Safety Media Plan	\$522,500.00	\$27,500.00	\$550,000.00	\$0.00
Replacement Set Up Costs for Leased Facilities	\$352,869.63	\$18,572.09	\$371,441.72	\$0.00
Janitorial, Pest Control and Grounds Contracts	\$190,000.00	\$10,000.00	\$200,000.00	\$0.00
<b>Contractual and Subaward total</b>	<b>\$2,568,255.42</b>	<b>\$135,171.34</b>	<b>\$2,703,426.76</b>	<b>\$57,348.00</b>

<b>Other Costs</b>				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Maintenance of CVE Inspection Facilities	\$617,500.00	\$32,500.00	\$650,000.00	\$0.00
Employee Drug Testing	\$4,631.25	\$243.75	\$4,875.00	\$0.00
Cell Phone Service	\$34,200.00	\$1,800.00	\$36,000.00	\$0.00
Cellular Air Card Service	\$14,250.00	\$750.00	\$15,000.00	\$0.00
Computer Network Upgrades	\$37,050.00	\$1,950.00	\$39,000.00	\$0.00
Registration Fees for State CMV Conferences	\$14,250.00	\$750.00	\$15,000.00	\$0.00
Postage and Shipping Costs	\$6,175.00	\$325.00	\$6,500.00	\$0.00
Commercial Vehicle Safety Alliance Participation	\$18,145.00	\$955.00	\$19,100.00	\$0.00
Registration Fees for CVSA Events	\$21,375.00	\$1,125.00	\$22,500.00	\$0.00
Registration Fee DIAP	\$5,700.00	\$300.00	\$6,000.00	\$0.00
MOE State Other	\$0.00	\$0.00	\$0.00	\$1,120,049.00
New or Replacement Furniture for Inspection Stations	\$190,000.00	\$10,000.00	\$200,000.00	\$0.00
Vehicle Maintenance	\$285,000.00	\$15,000.00	\$300,000.00	\$0.00
Registration Fees For Other CVE Related Conferences	\$9,500.00	\$500.00	\$10,000.00	\$0.00
Utilities	\$213,750.00	\$11,250.00	\$225,000.00	\$0.00
<b>Other Costs total</b>	<b>\$1,471,526.25</b>	<b>\$77,448.75</b>	<b>\$1,548,975.00</b>	<b>\$1,120,049.00</b>

<b>Total Costs</b>				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Subtotal for Direct Costs</b>	<b>\$50,560,791.91</b>	<b>\$2,660,814.09</b>	<b>\$53,221,606.00</b>	<b>\$41,273,447.00</b>
<b>Total Costs Budgeted</b>	<b>\$50,560,791.91</b>	<b>\$2,660,814.09</b>	<b>\$53,221,606.00</b>	<b>\$41,273,447.00</b>


**Part 4 Section 10 - Financial Summary**

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$50,560,049.00	\$2,661,055.00	\$53,221,104.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$7,983,166.00
MOE Baseline:	\$4,946,767.60

 **Warning status**

Total Federal Share budgeted must equal 95 percent of the total estimated funding (+/- \$5 allowed). Please update the Spending Plan to reflect the allowable amount: \$50,560,049.00.

Total State Share budgeted must equal 5 percent of the total estimated funding (+/- \$5 allowed). Please update the Spending Plan to reflect the allowable amount: \$2,661,055.00.

<b>Estimated Expenditures</b>				
	<b>Federal Share</b>	<b>State Share</b>	<b>Total Project Costs (Federal + State)</b>	<b>Planned MOE Costs</b>
;;;Salary Subtotal	\$24,896,628.42	\$1,310,348.86	\$26,206,977.28	\$35,168,015.00
;;;Overtime Subtotal	\$3,734,494.26	\$196,552.33	\$3,931,046.59	\$0.00
Personnel Total	\$28,631,122.68	\$1,506,901.19	\$30,138,023.87	\$35,168,015.00
Fringe Benefits Total	\$9,571,384.30	\$503,757.07	\$10,075,141.37	\$553,991.00
Travel Total	\$1,227,043.00	\$64,301.00	\$1,291,344.00	\$546,713.00
Equipment Total	\$4,476,271.75	\$235,593.25	\$4,711,865.00	\$1,646,753.00
Supplies Total	\$2,615,188.51	\$137,641.49	\$2,752,830.00	\$2,180,578.00
Contractual and Subaward Total	\$2,568,255.42	\$135,171.34	\$2,703,426.76	\$57,348.00
Other Costs Total	\$1,471,526.25	\$77,448.75	\$1,548,975.00	\$1,120,049.00
	<b>95% Federal Share</b>	<b>5% State Share</b>	<b>Total Project Costs (Federal + State)</b>	<b>Planned MOE Costs</b>
Subtotal for Direct Costs	\$50,560,791.91	\$2,660,814.09	\$53,221,606.00	\$41,273,447.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
<b>Total Costs Budgeted</b>	<b>\$50,560,791.91</b>	<b>\$2,660,814.09</b>	<b>\$53,221,606.00</b>	<b>\$41,273,447.00</b>

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

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

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

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

**Part 5 Section 2 - State Certification**

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

1. What is the name of the person certifying the declaration for your State? Bart A. Teeter
2. What is this person's title? Captain
3. Who is your Governor's highway safety representative? Steven McCraw
4. What is this person's title? Director

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

- Yes
- Yes, uploaded certification document
- No

**State Certification declaration:**

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

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

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

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

1. What is the name of your certifying State official? Bart A. Teeter
2. What is the title of your certifying State official? Captain
3. What are the phone # and email address of your State official? 512-424-2728 bart.teeter@dps.texas.gov

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

- Yes
- Yes, uploaded certification document
- No

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

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below. The state acknowledges that matters pertaining to HB 4337 are still under consideration by FMCSA. As we approach a new legislative session in Texas, the Department will continue to work with senior leadership and the legislature to find solutions that will ensure the safety of Texas Highways and address the concerns of FMCSA.

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

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

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

Yes  No

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

Yes  No