

ALABAMA

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2017

Date of Approval: Dec 20, 2016

Final CVSP

Basic and Incentive Program Overview

The Basic and Incentive Program Overview part allows the State to provide a brief description of the mission or goal statement of the MCSAP Lead Agency, a description of the State's MCSAP Basic/Incentive Program structure, and to indicate how it meets the MCSAP minimum requirements as prescribed in 49 CFR 350.213(b). The MCSAP grant program has been consolidated to include Basic/Incentive, New Entrant, and Border Enforcement. These three separate grant programs are now considered focus areas in the CVSP. Each focus area will be addressed individually within the eCVSP system and will be contained within a consolidated CVSP.

1 - Mission or Goal Statement of Lead State Commercial Motor Vehicle Safety Agency

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 a discussion of any safety activities conducted under any other FMCSA focus areas such as New Entrant and Border Enforcement or the High Priority grant program. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

The Mission of the Alabama Law Enforcement Agency (ALEA) Motor Carrier Safety Division (MCSD) is to enhance the enjoyment of life and to ensure the safe movement of traffic, while respecting the rights and dignity of all persons.

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

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

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

2 - Basic and Incentive Program Structure

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded with Basic/Incentive funding and/or used to substantiate the Lead Agency's Maintenance of Effort (MOE). Include a description of the program structure (state and local agency participation, including responsibilities, a general overview of the number of FTE supporting the program and in what areas they contribute, etc.).

NOTE: Please do not include activities/FTE primarily assigned to and funded under another focus area such as New Entrant and/or Border Enforcement or another FMCSA grant program such as High Priority. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement (if applicable) focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

The Motor Carrier Safety Division (MCSD) is currently staffed as follows: 51 troopers, 15 corporals, 4 sergeants, 2 lieutenants, 1 deputy chief, 1 chief, 5 full time and 3 part time civilian office staff employees dedicated to the Motor Carrier Safety Division.

MCSD personnel funded by the MCSAP Basic/Incentive grant are broken down as follows: 3 part time civilian office staff employees, 5 full time civilian office staff employees, 26 troopers, 8 corporals, 2 sergeants, 2 lieutenants, 1 deputy chief and 1 chief.

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

The MCSD has a New Entrant/Compliance Unit. It consists of 5 troopers, 1 corporal, and 1 part time civilian office staff employee. While their primary responsibility is conducting New Entrant Safety Audits, their routine day allows for completion of roadside inspections and these numbers contribute to the yearly totals.

The MCSD has a Felony Apprehension Patrol Unit which is partially funded under the MCSAP Basic/Incentive grant at a rate of 7 percent. It consists of 9 troopers, 3 corporals, and 2 sergeants. While their primary responsibility is criminal patrol, their routine day allows for completion of roadside inspections and these numbers contribute to the yearly totals. The remaining 93 percent of their salaries are funded by the Alabama Law Enforcement Agency General Fund.

The MCSD utilizes non MCSAP funded Highway Patrol Troopers (CVE) and local law enforcement officers (COPS) to further enhance the division's mission and goals. The CVE program consists of 103 Troopers assigned across the state and are certified to conduct level II and III inspections. The COPS program is comprised of 51 local law enforcement officers from 23 different agencies certified to conduct level II and III inspections.

3 - Basic and Incentive Minimum Requirements - Driver Activities

Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in this Fiscal Year's CVSP. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Promote activities in support of the national program elements including the following:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities aimed at removing impaired CMV drivers from the highways through adequate enforcement of restrictions on the use of alcohol and controlled substances and by ensuring ready roadside access to alcohol detection and measuring equipment.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide basic training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substance.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Breath testers are readily accessible to roadside officers and inspectors either at roadside or a fixed facility location.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Criminal interdiction activities, in conjunction with an appropriate CMV inspection, including human trafficking and activities affecting the transportation of controlled substances by any occupant of a CMV, and training on appropriate strategies for carrying out those interdiction activities.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide training for roadside officers and inspectors to detect indicators of controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Ensure drug interdiction officers are available as a resource if an officer/inspector suspects controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Engage in drug interdiction activities in conjunction with inspections including interdiction activities that affect the transportation of controlled substances.

Enter explanation of activities:

All arresting officers receive initial and annual retraining on DUI testing procedures (Draeger) and legal updates.

All roadside inspectors are certified Draeger operators and have received initial training in Standardized Field Sobriety Testing. In addition to initial Standardized Field Sobriety Testing training, all MCSD arresting officers have had and will continue to receive annual refresher training. All MCSD inspectors are equipped with portable roadside breath testers and Draeger breath testing instruments are locally available within their assigned areas.

The MCSD has access to certified Drug Recognition Experts trained to detect drug and alcohol impaired drivers.

Troopers from MCSD are trained and participate in MVCI/DIAP activities (Motor Vehicle Criminal Interdiction/Drug Interdiction Assistance Program) on a routine basis. There are an additional 14, FAP-Criminal Interdiction Troopers certified as CVE troopers which are under the direction of the MCSD and are jointly funded through the Alabama Law Enforcement Agency's General Fund and the MCSAP Grant 350.201(q)(3). FAP-Criminal Interdiction Troopers are available to assist any inspector / agency who may encounter a commercial motor vehicle who is suspected of trafficking in controlled substances or involved in any illegal activity. MCSD employs 3 nationally recognized criminal and drug interdiction instructors who routinely instruct CMV interdiction courses nationally throughout the year. A total of 3 classes were instructed last year.

The MCSD is participating in a nationally recognized training curriculum (Truckers against Trafficking, TAT) for first responders directed at identifying and interdicting those carriers and CMV drivers, as well as victims, involved in human trafficking.

4 - Basic & Incentive Minimum Requirements - Federal Registration & Financial Responsibility Activities

Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in the upcoming Fiscal Year. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Federal Registration and Financial Responsibility activities including:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to enforce federal registration (such as operating authority) requirements under 49 U.S.C. 13902, 49 CFR Part 365, 49 CFR Part 368, and 49 CFR 392.9a by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387 (if adopted by a State).

Enter explanation of activities:

The MCSD has written guidance, provided to all inspectors, requiring inspectors to verify operating authority on CMV's inspected. If a CMV is operating without the required authority or beyond the scope of the motor carriers' operating authority, the vehicle will be declared out-of-service until the proper operating authority is obtained.

The MCSD provides annual training to all certified inspectors. This training includes the checking of operating authority and out of service procedures. ALEA continues to train police communication operators on validating proper operating authority through Query Central.

The MCSD Training Section and Supervisors, on a monthly basis, ensures inspectors are complying with the required guidance.

Basic and Incentive Program Effectiveness Summary - Past Performance

The Program Effectiveness Summary - Past Performance part provides a 5 year trend analysis based upon national performance objectives found in 49 CFR Part 350. For each section, insert information in the tables to describe goals and objectives from previous CVSPs along with actual outcomes.

1 - State Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific goal measurement used including source and capture date, e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be completed.

- 1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).*
- 2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.*
- 3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If you select 'Other' as the goal measurement, explain the measure used in the narrative box below.*
- 4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.*
- 5. If challenges were experienced while working toward the goals, please provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.*

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

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	123	74	108
01/01/2014	12/31/2014	81	106	79
01/01/2013	12/31/2013	122	98	111
01/01/2012	12/31/2012	110	101	103
01/01/2011	12/31/2011	108	114	106

Enter the source and capture date of the data listed in the table above:

MCMIS snapshot date 6-9-2016

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

Previous CVSP's, under Program Effectiveness Summary, indicated crash reduction, not fatality reduction, therefore the goals in previous CVSP's were based on the reduction of fatal and non-fatal crashes, not fatality reduction. The crash reduction goals were met per previous CVSP's.

The Alabama Law Enforcement Agency (ALEA) will continue to base its' crash reduction program on reducing the total number of fatal crashes, not the total number of fatalities. By reducing the total number of fatal crashes, one could logically rationalize the number of fatalities will also be reduced. Although the agency's goal is to have zero fatal crashes on its' highways, a realistic goal of a 5 percent reduction in the total number of commercial vehicle related fatal crashes on Alabama's highways was the performance measure for fiscal year 2016.

Crash reduction has been a challenge due to a number of factors and trends. Personnel assigned to the Motor Carrier Safety Division has remained stagnant during the previous 2 years, total vehicle miles traveled (VMT) has increased nationally by more than 1 billion miles (FHWA), and there has been an upward trend in fatal crashes nationally (MCMIS).

2 - State Motorcoach/Passenger Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: Actual # Fatalities

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	4	4	4
01/01/2014	12/31/2014	4	7	4
01/01/2013	12/31/2013	9	2	7
01/01/2012	12/31/2012	2	6	2
01/01/2011	12/31/2011	6	8	6

Enter the source and capture date of the data listed in the table above:

MCMIC Data and A&I Snapshot 06-10-2016.

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

For 2011-2014 a 1% reduction in the number of fatalities was projected. The table above, as noted in the goal column, identifies a 1% reduction goal of fatalities across a calendar year. The final column indicates the actual number of fatalities from the calendar year.

In 2011, 2012, 2014, and 2015 the 1% motorcoach/passenger fatality reduction goal was met. The rise in fatalities during calendar year 2013 can be attributed to at fault private vehicles colliding with passenger carriers. Each of the 7 fatal crashes involving motorcoaches/passenger carrying vehicles was reviewed by HQ MCSD staff to determine preventability, of the 7 fatal crashes 1 crash was determined to be the fault of the commercial motor vehicle.

(NOTE: This data includes municipal and county school buses that are not regulated under certain sections of 49 CFR).

3 - State Hazardous Materials Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: Actual # Fatalities

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	7		
01/01/2014	12/31/2014	3	2	3
01/01/2013	12/31/2013	3	1	3
01/01/2012	12/31/2012	2		
01/01/2011	12/31/2011	0		

Enter the source and capture date of the data listed in the table above:

MCMIS Data and A&I Snapshot 6-10-2016.

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

Alabama did not identify any significant problems in HM transportation safety from 2010 - 2011; therefore HM transportation safety was not addressed in the CVSP's during that time period. Due to the increase in fatal crashes involving HM transportation in 2012, HM transportation safety was addressed in the 2013 CVSP with a fatality reduction goal of 50% over a 2 year period. There was no HM transportation goal established in the 2015 CVSP.

During CY 2015, Alabama recorded a total of 7 fatal crashes involving CMV's transporting HM. Due to the significant upward trend in fatal crashes involving CMV's transporting HM, each crash report was thoroughly reviewed in an attempt to define specific causes and identify a mitigation strategy. Following the review of the crash reports, it was discovered only 1 of the fatal crashes involving a CMV transporting HM was the fault of the CMV.

4 - Traffic Enforcement Trend Analysis: 2011 - 2015**Instructions:**

Please refer to the MCSAP Comprehensive Policy for an explanation of FMCSA's traffic enforcement guidance. Complete the table 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 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 of the measured element (traffic enforcement stops with an inspection, non-inspection stops, non-CMV stops).
3. Insert the total number of written warnings and citations during the measurement period. The number of warnings and citations do not need to be split out separately in the last column.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	3087	3228
01/01/2014	12/31/2014	3537	3749
01/01/2013	12/31/2013	3724	3987
01/01/2012	12/31/2012	5530	6085
01/01/2011	12/31/2011	4992	5647



Check if State does not conduct CMV traffic enforcement stops without an inspection.



Check if State does not conduct Non-CMV traffic enforcement stops.

State Defined Measurement Period (Include 5 Periods)		Number Of Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	4812	4812
01/01/2014	12/31/2014	358057	350857
01/01/2013	12/31/2013	389287	389287
01/01/2012	12/31/2012	518450	518450
01/01/2011	12/31/2011	498486	498486

Enter the source and capture date of the data listed in the table above:

CMV Traffic Enforcement Stops with an Inspection - Data source from A&I (Alabama Roadside Inspection Activity) and Safety Net (snapshot 6-10-2016) Number of Non-CMV Traffic Enforcement Stops is data derived from ADVANCE (snapshot 6-10-2016). Total enforcement stops, citations, and warnings are for MCSAP funded personnel only. Data from 2011-2014 included all Highway Patrol arresting officers.

5 - Outreach and Education Goals - Report on progress from the FY 2016 CVSP**Instructions:**

Please enter information to describe your year-to-date Outreach and Education activities from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1**Activity: Describe Outreach and Education activity conducted:**

Outreach programs consisted of presentations to motor carriers and the general public on topics ranging from cell phone usage, seatbelts, driver fatigue and regulation updates. Specific talking points during the FY 2016 outreach programs included Electronic Logging Devices (ELD's) and the implementation date(s), construction zone safety, and size and weight law changes within the State of Alabama.

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

The MCSD's goal for FY 2016 was to conduct a total of 50 education and outreach programs.

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

With a combined effort of the MCSD and the Alabama Trucking Association, 60 education and outreach programs were conducted during FY 2016. Because of the combined effort, multiple companies or their representatives attended these programs.

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

Even though the goal of 60 separate education and outreach programs was achieved; because of the combined effort of the MCSD and the Alabama Trucking Association, over 75 companies attended the programs reaching 2,171 attendees.

6 - State Specific Objectives – Report on Progress from the FY2016 CVSP

Instructions:

Please enter information as necessary to describe year-to-date progress on your State-specific objectives from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1

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

CMV Fatal Crash Reduction (multi year plan CY 2015-2020). There were 441 CMV related fatal crashes between FY 2010-2015, which is an average 89 per year. There were 401 CMV related fatal crashes between CY 2012-2015, which is an average of 100 per year.

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

To reduce fatal crashes by 5% by CY 2020, which is a reduction of 5 fatal crashes per year for a total of 20 fatal crashes for a 5 year period.

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

MCMIS snapshot, May 27, 2016 indicates a total of 7 fatal crashes have been record for CY 2016. The MCMIS data indicated a downward trend as it relates to CMV related fatal crashes from 2010-2012. There was an increase in 2013, but a significant decrease in 2014. 2010 = 119 2011 = 106 2012 = 103 2013 = 111 2014 = 79 2015 = 108

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

The MCMIS snapshot dated May 27, 2016 indicates 7 CMV related fatal crashes for FY 2016. Strategies and initiatives such as, Operation Safe Drive and Operation Safe Summer have been implemented in an attempt to reverse another upward trend from CY 2014 to CY 2015. In addition, as mentioned in a previous section, personnel assigned to the Motor Carrier Safety Division has remained stagnant during the previous 2 years, total vehicle miles traveled (VMT) has increased nationally by more than 1 billion miles (FHWA), and there has been a upward trend in fatal crashes nationally (MCMIS).

Activity #2

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

State CMV Safety Program Data Quality

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

To maintain a GREEN (Good) rating in all safety data quality elements.

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

Alabama currently holds GREEN (Good) ratings in all safety data quality measures (snapshot A&I dated May 27, 2016).

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

With the assistance of the Center for Advanced Public Safety, (CAPS), both the Non-Fatal Crash Completeness and Crash Timeliness continue to be monitored and remain in the GREEN (Good) in these categories.

Activity #3

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

Passenger Carrier Safety. For CY 2013 there were 7 bus related fatal crashes and in CY 2014 the number was reduced by nearly 50% to 4. The number of bus related fatal crashes remained steady for CY 2015 at 4.

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

To reduce the number of Passenger Carrier fatal crashes by 5% from the CY 2009-2012 annual average, which is a reduction of 1 fatal crash by the end of CY 2015. The goal was for CY 2015 was to reduce bus related fatal crashes by 1 fatal crash.

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

MCMIS reports a total of 4 bus related fatal crashes for CY 2015. The goal for CY 2015 was to reduce bus related fatal crashes by 1 fatal crash. Although the number of fatal crashes didn't decrease, the number did not increase. The number of fatal crashes remained at 4.

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

learned, etc.

Although MCSD did not reduce the number of bus related fatal crashes, each crash report was individually reviewed in an attempt to determine preventability. Three of the crashes involved a city or county owned school bus and 3 of the 4 crashes were caused by a private passenger vehicle failing to yield the right of way to the bus.

Activity #4***Activity: Describe State-specific activity conducted from previous year's CVSP.***

Hazardous Materials Transportation Safety. For CY 2013 there were 3 Hazardous Material related fatal crashes. For CY 2014 there were 2 Hazardous Material related fatal crashes. CY 2015 saw an increase to 7 Hazardous Material related fatal crashes - explained further below in the narrative.

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

As data did not indicate a Hazardous Material Transportation Safety problem in the FY 2014 CVSP, the MCSD still planned to conduct 4 HM Strike Force details in areas of high HM traffic.

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

All 4 HM strike force details in areas of high HM traffic were completed.

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

Although Hazardous Materials Transportation Safety was not identified as problem area, the MCSD scheduled 4 strike force detail in high traffic HM areas. All 4 HM strike force details in areas of high HM traffic were completed. Due to the significant upward trend in fatal crashes involving CMV's transporting HM, each crash report was thoroughly reviewed in an attempt to define specific causes and identify a mitigation strategy. Following the review of the crash reports, it was discovered 2 of the crashes involved a pedestrian walking, or jumping in front of a CMV, 2 were caused by a private vehicle being on the wrong side of the road, 1 involved a private vehicle traveling 90+ mph and the driver was DUI, and 1 involved a private vehicle that failed to yield the right of way to the CMV. Only 1 fatal crash involved an at fault CMV transporting HM. It is noteworthy to mention that none of the 7 fatalities can be attributed to the HM cargo being transported by the CMV.

Activity #5***Activity: Describe State-specific activity conducted from previous year's CVSP.***

Enforcement of Federal Out of Service (OOS) Orders.

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

To identify and place out of service, those motor carriers operating under federal out of service orders.

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

With the passage of 49CFR Parts 385, 386 and 387 in the Alabama legislature, the MCSD is now actively identifying and placing out of service, those motor carriers operating under federal out of service orders. Alabama identified and placed out of service 78.57% of interstate carriers operating under a Federal Out-of-Service Order during FY 2015. During the previous 12 months (YTD) the "catch rate" for carriers operating under a federal out of service order is 89.47%. Thus, Alabama has shown an increase over the previous 3 consecutive years.

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

The MCSD has and will continue to conduct training to ensure inspectors and safety investigators utilize Query Central to identify carriers operating under federal OOS orders while engaged in interstate commerce. Enforcement action will be taken on carriers identified as operating in violation of a Federal Out-of-Service order while operating in interstate commerce. The MCSD inspectors will utilize the note section of the ASPEN inspection report to record carriers operating under a Federal Out-of-Service order, but are engaged in intrastate commerce. The MCSD Headquarters (HQ) staff will review and monitor inspections to ensure Query Central is being properly utilized. In addition, MCSD/HQ staff will utilize MCMIS and A&I ensuring carriers operating under federal OOS orders are not going undetected during roadside inspections and carrier interventions.

Activity #6***Activity: Describe State-specific activity conducted from previous year's CVSP.***

Work Zone Crash Reduction. Alabama had 7,057 crashes in work-zones (Involved Major Construction Projects) from 2013-2015 which averages to 2,352 crashes per year. There were a total of 1,067 CMV involved work zone crashes during the same period, an average of 355.

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

The Alabama Law Enforcement Agency's objective was to reduce the number of CMV involved crashes in work-zones by 5% (18 per

year).

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

The State of Alabama had 361 CMV related crashes in Major Construction Projects in calendar year 2015, which was an increase of 2 crashes from calendar year 2014. During calendar year 2016, Alabama has had 1,147 work zone related crashes, 184 of which involved a CMV.

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

Although ALEA and the MCSD have not been able to reduce CMV related crashes in work zones, there has not been a significant increase. ALEA and MCSD personnel continue to actively patrol work zones during routine and overtime patrols, but due to limited space and the inherent danger involved of working in an active construction zone, enforcement officers find themselves limited in the amount of enforcement they can conduct. This in conjunction with an increase in VMT, the increased amount of CMV traffic, and no additional enforcement personnel have all played a part in the increase. A Work Zone application available for IOS and Android devices is being developed to warn CMV drivers and drivers of private vehicles of upcoming work zones and other road hazards.

Basic & Incentive CMV Safety Objectives

The CMV Safety Program Objectives part allows States to define their goals and objectives for this year's plan, address the national priorities contained in the Notice of Funding Availability (NOFA), and to identify any State-specific objectives for any safety or performance problems identified by the State. The State must address problems it believes will help reduce the overall number of CMV crash related fatalities and injuries.

1 - Crash Reduction Goal**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 vehicle transportation. The State has flexibility in setting its goal. It can be based on raw numbers (e.g., total number of fatalities or crashes) or based on a rate (e.g., fatalities per 100 million VMT).

Problem Statement Narrative: Describe the identified problem including baseline data:

MCMIS data (snapshot 05-27-2016) indicates from CY 2012 to 2015 there were 401 fatal crashes on Alabama Highways from crashes involving commercial motor vehicles. This equates to an average of 100 fatal crashes per year over the 4 year span.

Enter Data Source Capture Date:

05/27/2016

Enter Data Source:

MCMIS data. Snapshot data for CY 2015 ended 05-27-2016.

Enter Crash Reduction Goal

The MCSD goal is to reduce the number of fatal crashes by 5% for CY 2017. A sliding scale utilizing an average of 100 fatal crashes per year for the previous 4 years data (CY 2012-2015) equates to a reduction of 5 fatal crashes for CY 2017.

Identify each of the national program elements the State will utilize to meet the performance objective. The State will describe these activities in greater detail in the respective narrative sections of the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities.

Check all program elements that apply (minimum of 1):

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: States must include activities related to this goal in the output estimates in the Commercial Vehicle Enforcement Activities part. However, States must also indicate in this objective the amount of effort (staff hours, FTE, inspections, traffic enforcement stops, etc.) that will be resourced directly for this purpose. For example, 3,000 of the 10,000 Level 1 inspections listed in the Commercial Vehicle Enforcement Activities Section 1 will be dedicated to this objective.

The MCSD will utilize Strike Force details in the counties with the highest number of CMV related fatal crashes in the state, in an effort to reduce the crashes by 5%, (5 fatal crashes). The MCSD will use approximately 6 inspectors to conduct one 40 hour "Strike Force" detail per month in the identified high fatal crash counties.

The MCSD will monitor and evaluate the enforcement efforts on a monthly basis using data from FMCSA's Crash Statistics Mapping Tool and the Combined Accident Reduction Efforts (CARE) to adjust the enforcement strategies as necessary. The data from both resources will ensure enforcement strategies are adjusted as needed.

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

The MCSD will ensure that the monthly 40 hour "StrikeForce" details are implemented as scheduled. The MCSD will utilize MCMIS and CARE data to compare the strike force activity to CMV related fatal crashes to ensure the MCSD is meeting its objective. Strike force activity and fatal crash data will be monitored and the MCSD will make adjustments throughout the year as needed to meet the objective.

After action "Strike Force" reports are submitted to the MCSD command staff for review. The "Strike Force" reports will be compared to crash data to ensure effectiveness. After review, necessary adjustments will be made to address any changes needed regarding enforcement activity and/or locations. Additionally, the Division will utilize data from MCMIS and CARE to monitor and evaluate the program on a monthly basis. The results will be reported on a quarterly basis to FMCSA.

2 - State Safety Data Quality and Information Systems Objective

Instructions:

In the tables below, indicate your State's rating or compliance level within each of the Safety Data and Information Systems categories.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O & M) costs associated with Safety Data Systems (SSDQ), Innovative Technology Deployment (ITD, previously known as CVISN) and the Performance and Registration Information Systems Management (PRISM).

1. For SSDQ, if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).
2. For PRISM, O&M costs are eligible expenses subject to FMCSA approval.
3. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP program requirements including achievement of at least Level 6 in PRISM, O & M costs are eligible expenses.

Instructions will be provided within the Spending Plan Narrative section regarding documentation of these costs within the CVSP.

State Safety Data Quality: Indicate your State's SSDQ rating and goal in the table below by utilizing the drop-down menus.

SSDQ Category	Goal from FY 2016 CVSP	Current SSDQ Rating	Goal for FY 2017
Crash Record Completeness	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good
Crash Timeliness	Good	Good	Good
Crash Accuracy	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good
Inspection Timeliness	Good	Good	Good
Inspection Accuracy	Good	Good	Good

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

A&I snapshot 05-27-2016.

Compliance table: Please verify the level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs, details must be in this section and in your Spending Plan. If 'no' is indicated in the verification column, please provide an explanation in the narrative box below.

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Core CVISN Compliant	Yes
PRISM	step 8	Yes
SSDQ	Good	Yes

Data Sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)
- [FMCSA website SSDQ information](#)

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e. problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary. If your State's PRISM compliance is less than step 6, describe activities your State plans to implement to achieve full PRISM compliance.

MCSD will strive to maintain a good rating in all areas.

Program Activities: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good" including measureable milestones. Also, describe any actions that will be taken to implement full PRISM compliance.

All elements are currently GOOD (GREEN) A&I snapshot 05-27-2016.

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

The MCSD will ensure that adjustments are made as needed in the state's E-Crash system to ensure all crash elements maintain a GOOD (GREEN) rating. The MCSD will monitor internal programs to ensure all other element maintain a GOOD (GREEN) rating. The MCSD has personnel assigned to monitor State Safety Data Quality to ensure Alabama remains in the Good/Green Categories. The MCSD will update the State FMCSA office on a quarterly basis.

3 - Passenger Carrier Enforcement

Instructions:

We request that States conduct Enhanced Investigations for motor carriers of passengers and other high risk carriers. We also ask that States plan to allocate resources to participate in the Enhanced Investigations training being offered by FMCSA. Finally, we ask that States continue to partner with FMCSA in conducting Enhanced Investigations and inspections at carrier locations.

Check this box if:

☐ As evidenced by the trend analysis data in Program Effectiveness Summary - Past Performance, State Motorcoach/Passenger Fatality Reduction Goals, the State has not identified a significant passenger transportation safety problem and therefore will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the FMCSRs pertaining to passenger transportation by CMVs in a manner consistent with the MCSAP Comprehensive Policy as described either below or in the Commercial Vehicle Enforcement Activities part. If this box is checked, no additional narrative is necessary.

Problem Statement Narrative: Describe problem identified by performance data.

MCMIS data from CY 2012-2015 (Snapshot from 05-27-2016) indicates there were 22 fatal crashes involving passenger carriers on Alabama highways. This equates to an average of 5 fatal crashes annually. The MCSD will utilize the USDOT Motor coach Safety Action Plan as a guide to carry out the program strategies and activity plans outlined below. *NOTE* Crash data indicated above includes school buses not regulated by certain sections of 49CFR. Data indicates from CY 2012-2015, 7 of the 22 fatal crashes involved school buses. (Snapshot CAPS/ADVANCE program 06-22-2016.)

Performance Objective: Enter performance objectives including baseline data and performance goal.

The MCSD will strive to reduce the number of fatal passenger carrier crashes by 25% from the 2012-2015 annual average, which is a reduction of 1 fatal crash by the end of CY 2017.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: Additional information regarding how these activities will be implemented.

The MCSD plans to conduct 4 forty hour "Strike Force" details during CY 2017 with concentration in areas of high passenger carrier traffic. The "Strike Forces" will be conducted by certified passenger carrier inspectors at origin/destination, contract school bus carriers, curb side operations and traffic enforcement inspections in order to reduce fatal crashes. The MCSD will conduct surveillance of curb side operations and will review scheduled stops of passenger carriers utilizing the following websites; www.gotobus.com, www.tornadobus.com, www.capitoltrailways.com, www.greyhound.com and www.megabus.com. The MCSD will continue its partnership with pupil transportation and conduct 20 random Level V inspections on contract school bus carriers. These inspections will be unannounced on-site visits by passenger vehicle inspectors.

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

The MCSD Passenger Carrier Coordinator will complete "Strike Force" detail summary reports and submit them to Division supervisors for review. The summary reports will be compared with crash data in the identified counties. MCMIS and CARE will be used to evaluate and determine if enforcement efforts are reducing fatal crashes.

The MCSD Passenger Carrier Coordinator along with the MCSD training coordinators, will review "Strike Force" detail summaries and inspection reports to ensure quality. The training coordinators, will monitor MCMIS and CARE data to evaluate and identify trends in fatal crash involvement.

4 - Enforcement of Federal Out-of-Service Orders during Roadside Activities

Instructions:

FMCSA has established an Out-of-Service catch rate of 85% for carriers operating while under an OOS order. In this section, States will indicate their catch rate is at least 85% by using the check box or complete the problem statement portion below.

Check this box if:

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85% of carriers operating under a federal Out-of-Service (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. If this box is checked, no additional narrative is necessary..

Enter your State's OOS Catch Rate percentage if below 85%:	66
Enter your State's OOS Catch Rate percentage if below 85%:	66
Enter your State's OOS Catch Rate percentage if below 85%:	66

Performance Objective: Enter performance objective(s).

With the continuation of training provided to PCO's and Inspectors and amended procedures, MCSD expects to meet or exceed the 85% FMCSA / PRISM catch rate.

Currently out of service carriers are identified at a rate of 66.67%.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

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

In July 2014 the MCSD provided the Alabama Law Enforcement Agency, Police Communication Officers (PCO) with access to Query Central. The PCO's were trained on how to check the status of a carrier in the event an inspector does not have the ability (internet connection, etc.) at roadside. The MCSD training section will review reports provided by FMCSA on a monthly basis, identifying inspectors with deficiencies and conduct remedial training as needed. PCO's will also receive continuing education in detecting out of service carriers.

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

The MCSD will continue to conduct annual training with all inspectors on the proper carrier OOS identification procedures. The MCSD training section will review reports provided by FMCSA, on a monthly basis, identifying inspectors with deficiencies and conduct remedial training as needed.

The MCSD will continue to monitor the PRISM OOS report and provide guidance to those inspectors who fail to identify carriers who are operating under a federal out of service order.

5 - Hazardous Materials Transportation Safety

Instructions:

Describe the state's efforts to address hazardous materials transportation safety, if applicable. Select the box below indicating that data does not indicate a hazardous materials problem OR complete the problem statement, performance objective, Activity Plan and Performance Measure.

Check this box if:

☐ As evidenced by the trend analysis data indicated in the Program Effectiveness Summary - Past Performance section 3, State Hazardous Materials Fatality Reduction Goals, the State has not identified a significant hazardous materials safety problem that warrants a specific state objective. As a result, the State will not establish a specific hazardous materials crash reduction goal. However, the State will continue to enforce the FMCSRs pertaining to hazardous materials transportation by CMVs in a manner consistent with its enforcement for all CMVs. If this box is checked, no additional narrative is necessary.

Problem Statement Narrative: Describe problem identified by performance data.

In CY 2014, there were 2 Hazardous Material Carrier related fatal crashes. In CY 2015, there was an increase to 7 Hazardous Material Carrier related fatal crashes.

(MCMIS snapshot 05-27-2016)

Performance Objective: Enter performance objectives including baseline data and performance goal.

In CY 2015, there were 7 fatal crashes involving commercial motor vehicles transporting a placardable amount of hazardous material. However, of those 7 crashes, only 1 HM CMV was determined to be the at fault vehicle. The objective for FY 2017, is a reduction of 25% in crashes involving commercial motor vehicles transporting placardable amounts of hazardous material. The reduction will be a decrease from 7 to 5 vehicles involving commercial motor vehicles transporting hazardous materials.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- ☒ Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)
- ☒ Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)
- ☒ Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)
- ☒ Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)
- ☒ Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)

Program Activities: Provide additional information regarding how these activities will be implemented.

The MCSD will conduct 4 Hazardous Material "Strike Force" details in the areas identified as high crash areas involving commercial motor vehicles transporting placardable amounts of hazardous materials. MCSD will conduct driver and vehicle inspections and as warranted cite drivers for violations discovered of the hazardous materials rules and regulations. MCSD compliance personnel will conduct carrier interventions on high risk companies transporting hazardous material.

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.

MCSD personnel will complete hazardous material strike force detail summary reports and submit them to Division supervisors for review. The summary reports will be compared with crash data in the identified counties. MCMIS and CARE will be used to evaluate and determine if enforcement efforts are reducing fatal crashes.

MCSD Supervisors along with MCSD Training Coordinators will review detail summary reports and inspection reports from hazardous material strike forces to ensure quality. The Training Coordinators will monitor MCMIS and CARE data to evaluate and identify trends and fatal crash involvement.

6 - State-Identified Objective (Optional)

Instructions:

Describe any other identified State-specific objectives.

State Objective #1

Enter the title of your State-Identified Objective.

Work zone Crash Reduction.

Problem Statement Narrative: Describe problem identified by performance data.

The State of Alabama has experienced 1067 commercial motor vehicle crashes in work zones (CMV involved Major Construction Project) from calendar year 2013 - 2015 which averages 355 crashes per year. Snapshot: CAPS/ADVANCED 06-15-2016.

Performance Objective: Enter performance objectives including baseline data and goal.

The objective of the MCSD is to reduce the number of CMV involved crashes in work zones by 5% (18 per year). The proposed reduction will equate to a reduction from 355 crashes to 337 crashes for CY 2017.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**

☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**

☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**

☒ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**

☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).

Due to work zones changing frequently the Alabama Law Enforcement Agency and the MCSD will continue to patrol active work zones for traffic and safety violation throughout the state. In addition, MCSD personnel will conduct driver/vehicle inspections, monitor and cite traffic violations. MCSD Compliance personnel will monitor companies involved in work zone crashes and conduct carrier interventions as needed. MCSD Training Personnel will conduct safety talks with the emphasis being on work zone safety. CARE and MCMIS data will be reviewed to ensure enforcement efforts in work zones are effectively utilized. The MCSD, in conjunction with the University of Alabama and the Alabama Department of Transportation, are developing a smart phone application to alert drivers of work zones ahead and traffic related issues. In addition to alerting drivers, the application will provide CMV drivers with an alternate route to avoid problematic areas.

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

The MCSD will monitor the number of work zone related CMV crashes utilizing CARE/ADVANCE data and report them on a quarterly basis to FMCSA. The application is still under development and has yet to be published. Once finalized and published, the number of downloads will be tracked to monitor usage.

State Objective #2

Enter the title of your State-Identified Objective.

Post-crash inspections

Problem Statement Narrative: Describe problem identified by performance data.

The State of Alabama had 7644 CMV crashes during CY 2015. If a proper post-crash inspection is not

conducted, driver and equipment violations that could have contributed to the crash would go undetected.

Performance Objective: Enter performance objectives including baseline data and goal.

The goal of the MCSD will be to conduct post-crash inspections on CMV's involved in crashes where the CMV contributed to the accident and serious injuries or a fatality was involved.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- ☒ Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)
- ☒ Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)
- ☐ Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)
- ☐ Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)
- ☒ Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)
- ☒ Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)
- ☐ Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)
- ☐ Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)
- ☒ Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)
- ☒ Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)

Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).

The Highway Patrol Division and the MCSD will coordinate their efforts to ensure CMV related crashes are reported to MCSD Supervisors. Once reported, MCSD will send an inspector to determine if the crash meets the criteria for a post-crash inspection. If the crash meets the appropriate MCSD post-crash criteria, an inspection will be conducted on the driver/vehicle and submitted to MCSD HQ and provided to the Highway Patrol Division to be included in their crash investigative package.

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.

MCSD supervisors will review crash criteria with MCSD inspectors to ensure post-crash inspections are completed in a uniform and consistent manner. The MCSD anticipates conducting 10 post-crash investigations for CY 2017.

Basic & Incentive Enforcement Activities

The Commercial Vehicle Enforcement Activities part allows the States to provide specific targets for their inspection, traffic enforcement, carrier investigation, and outreach and education goals. The State will use this section to describe the specific national program element activities (per 49 CFR 350.109) that it will use to meet the goals. In completing this section, the State need not repeat the broad program objectives or performance measurements established in the previous goals section of the plan.

*Note: The State can access detailed counts of its core MCSAP performance measures, such as roadside inspections, traffic enforcement activity, review activity, and data quality by quarter for the current and past two fiscal years using the **State Quarterly Report and CVSP Data Dashboard** on the A&I Online website. The Data Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <http://ai.fmcsa.dot.gov/StatePrograms/Home.aspx> (user id and password required).*

1 - Driver/Vehicle Inspection Program - Overview and Performance Goals

Instructions for Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program that are not already detailed as part of a specific program goal. 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 narrative description of the State's overall inspection program including a description of how the State will monitor its program to ensure effectiveness and consistency.

Inspectors will utilize designated pull off sites, one virtual WIM site and one fixed weight/inspection station site to safely conduct safety inspections. Resources will be allocated based on real-time data from Center for Advanced Public Safety (CAPS). Inspectors are assigned territories based on crash data, citizen complaints, and high commercial vehicle traffic areas.

Crash data indicates the vast majority of CMV related crashes are caused by driver error, not mechanical related issues identified by a Level I inspection. Therefore, the MCSD does not plan to achieve the Level I recommended goal identified in the MCSAP Comprehensive Policy.

Instructions for Performance Goals:

*Please complete the following tables indicating the number of inspections that the State anticipates conducting during Fiscal year 2017. Please enter inspection goals by agency type (separate tabs are used for the Lead Agency and Funded agencies). **You are required to complete/review information on the first 3 tabs (as applicable). The "Summary" tab is totaled by the eCVSP system.***

Note: States are strongly encouraged to conduct at least 33% Level 3 inspections of the total inspections conducted. If the State chooses to do less than 33% Level 3 inspections, it will be required to provide an explanation in the Summary tab.

Lead Agency

Lead Agency is: ALABAMA LAW ENFORCEMENT AGENCY

Enter the total number of certified officers in the Lead agency: 60

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	3050	50	10	3110	10.02%
Level 2	16721	500	40	17261	55.61%
Level 3	10475	0	50	10525	33.91%
Level 4	0	0	0	0	0.00%
Level 5	66	0	75	141	0.45%
Level 6	0	0	0	0	0.00%
Sub-Total Lead Agency	30312	550	175	31037	

Funded Agencies

Complete the following information for each MCSAP Basic funded agency, other than the lead agency in your State. A separate table must be created for each funded agency. Click 'Save' after each table entry.

Enter the name of the Funded Agency:

Enter the total number of certified officers in this funded agency:

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1				0	%
Level 2				0	%
Level 3				0	%
Level 4				0	%
Level 5				0	%
Level 6				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Enter the number of non-funded agencies:	23
Enter the total number of non-funded certified officers:	181

Summary

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: ALABAMA LAW ENFORCEMENT AGENCY					
# certified officers: 60					
Funded Agencies:					
# certified officers: 0					
Number of Non-Funded Agencies: 23					
# certified officers: 181					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	3050	50	10	3110	10.02%
Level 2	16721	500	40	17261	55.61%
Level 3	10475	0	50	10525	33.91%
Level 4	0	0	0	0	0.00%
Level 5	66	0	75	141	0.45%
Level 6	0	0	0	0	0.00%
Total ALL Agencies	30312	550	175	31037	

2 - Traffic Enforcement

Instructions:

Describe the State's level of effort (number of personnel/FTE) it proposes to use for implementation of 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 (i.e., 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 conduct commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State will conduct these activities in accordance with the MCSAP Comprehensive Policy.

The Alabama Law Enforcement Agency is a 24/7 full service law enforcement agency utilizing marked, semi-marked and unmarked patrol vehicles for traffic enforcement. The MCSD in conjunction with the Highway Patrol Division routinely concentrates traffic enforcement efforts in known high crash locations. These locations, known as "Hot Spots" are determined by utilizing data obtained from CAPS. The Highway Patrol Division consists of 356 Troopers whose primary responsibility is traffic enforcement. Troopers conduct special details such as LIDAR, line patrols and saturation details in designated "Hot Spots". Increased focus is given during major holiday periods in an effort to reduce crashes. All MCSD inspectors are Alabama Peace Officers Standards and Training (APOST) certified and conduct CMV and non-CMV traffic enforcement on a daily basis as part of their routine duties. Troopers work various shifts to cover 24 hours per day, 7 days a week performing traffic enforcement as part of their daily routine in an effort to reduce crashes. Troopers cover all local, state and federal highways. Troopers conduct special details concentrating on traffic enforcement in construction areas and "hot spot" areas during holiday periods in order to reduce crashes.

During FY2016 the MCSD has averaged 170 stops per special enforcement detail. The goal is to continue this average for FY2017 (170 stops x 12 special enforcement details = 2,040 total stops).

The MCSD utilizes 181 non-funded personnel/FTE each year as force multipliers on inspections, CMV traffic enforcement, and other CMV safety activities.

Please indicate using the radio buttons the Traffic Enforcement Activities the State intends to conduct in FY 2017 in the table below.

Yes	No	Traffic Enforcement Activities	Enter the Goals (Number of Stops, not Tickets or Warnings; these goals are NOT intended to set a quota.)
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	3500
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	2700
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	2040

Describe components of the State's traffic enforcement efforts that are not already detailed as part of a specific program goal including a description of how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

During Combined Accident Reduction Efforts (CARE) identified enforcement dates the Alabama Law Enforcement Agency utilizes all available uniformed personnel to conduct traffic enforcement in high crash corridors through out the state. Previous years' statistics have included numbers from ALEA's Highway Patrol Division. Those numbers have been removed from this year's eCVSP.

3 - Carrier Investigations

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 and FTE assigned to this effort.

Performance Objective: Enter performance objective(s) including the number of Interventions/Investigations from the previous year and the goal for FY 2017

The Alabama Law Enforcement Agency will complete at least 65 interventions / investigations, thus meeting the stated goal for FY 2016. The goal for FY 2017 will increase to 72.

Program Activities: Describe components of the State's carrier investigation efforts that are not already detailed as part of a specific program goal. Include the number of personnel/FTE participating in this activity.

The MCSD will conduct both comprehensive and focused investigations on high-risk interstate motor carriers. When the training becomes available, MCSD will be participating in off-site CSA intervention training. Compliance Review Officers will be available to assist FMCSA on national strike force initiatives. The MCSD will utilize 2 full-time and 4 part-time Compliance Investigators to conduct 72 carrier interventions during FY 2017. All carrier interventions are assigned by the Federal Programs Manager from the Alabama Division of FMCSA. The 4 part-time Compliance Investigators performing interventions will devote approximately 10% of their time conducting thorough investigations/interventions on high-risk motor carriers. Each part-time Compliance Investigator will be expected to complete a minimum of 6 investigations/interventions. The full-time Compliance Investigators will complete the remaining 48 interventions. Intervention activity is being reported on a monthly basis to the Division Administrator of the FMCSA Alabama Division.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress towards the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program (not just outputs).

The MCSD will ensure CSA investigations and enforcement cases are completed and uploaded in a timely manner. Compliance Review Officers will work a 40 hour week on activities related to CSA investigations and enforcement cases. The MCSD Supervisor will conduct a preliminary review of CSA investigations prior to FMCSA's final review and upload to MCMIS. The MCSD supervisor will monitor, on a monthly basis, carrier interventions to ensure the projection set forth in FY 2017 are met.

Note: The Carrier Investigation Goals table is designed to collect State projections for the number of investigation activities estimated for FY 2017. The State may still conduct traditional motor carrier safety compliance reviews of intrastate motor carriers. Therefore, the CVSP may contain projections for both CSA investigations and compliance reviews of intrastate carriers.

Complete the table below indicating the number of investigations that the State anticipates conducting during this Fiscal Year. Note: if your State does not conduct reviews/investigations, you are not required to complete this table.

☐ **Our State does not conduct reviews/investigations.**

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
Rated and Non-rated Reviews (Excludes CSA & SCR's)		
Non-HM Cargo		0
Passenger		0
HM		0
Rated and Non-rated Reviews (Excludes CSA & SCR's) Total	0	0
CSA Off-Site Investigations		
Non-HM Cargo CSA Off-Site	0	0
Passenger CSA Off-Site	0	0
HM CSA Off-Site	0	0
CSA Off-Site Investigations Sub-total	0	0
CSA On-Site Focused Investigations		
Non-HM Cargo CSA On-Site Focused	33	0
Passenger CSA On-Site Focused	0	0
HM CSA On-Site Focused	6	0
CSA On-Site Focused Investigations Sub-total	39	0
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive	20	0
Passenger CSA On-Site Comprehensive	4	0
HM CSA On-Site Comprehensive	5	0
CSA On-Site Comprehensive Sub-total	29	0
CSA Investigations (all Types) Total	68	0
HM-Related Review Types		
Security Contact Reviews (SCRs)	2	0
Cargo Tank Facility Reviews	0	0
Shipper Reviews	2	0
HM-Related Review Types Total	4	0
ALL REVIEW TYPES GRAND TOTAL	72	0

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

Focused investigations on carriers will be conducted, to ensure the best allocation of MCSD resources. The SMS allows state enforcement personnel to leverage the effectiveness and efficiency of the CSA Operational Model by utilizing some of the intervention concepts within the current compliance program. By focusing efforts on demonstrated safety problems, state enforcement compliance

personnel can reach more motor carriers and in turn address more unsafe behaviors. Comprehensive investigations will be conducted when: a motor carrier has four or more BASIC's exceeding FMCSA's established threshold, a motor carrier is in the New Entrant monitoring program has become mandatory, and has not received a Safety Audit, passenger carriers that have not received a Comprehensive Onsite Investigation within the past 12 months, and HM Safety Permitted motor carriers that do not have a Satisfactory Safety Fitness Rating.

4 - Public Education & Awareness

Instructions:

A public education and awareness program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's which operate around large trucks and buses. Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safety initiatives. Include the number of FTE that will be participating in this effort.

Note: the number of specific activities accomplished should be reported in each quarterly performance progress report (SF-PPR).

Performance Objective: To 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.:

The MCSD will conduct Public Education and Awareness activities such as training seminars, safety presentations and public service announcements in an effort to promote CMV safety. The numbers identified in the table below reflect the total number of activities (safety talks), not the expected number of attendees.

In the table below, indicate if the State intends to conduct the listed program activities and the estimated number.

Yes	No	Public Education and Awareness Activities	Goals
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	30
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	50
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	0
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	250
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	147

Program Activities: Describe components of the State's public education and awareness efforts that it intends to perform.

The MCSD will work closely with the various associations and the general public to meet the demand for CMV educational and awareness needs. The MCSD will conduct 2 Public Education and Awareness activities per month, each consisting of 8 hours. The MCSD will utilize the Public Information Office (PIO) with the Alabama Law Enforcement Agency (ALEA) to assist with the CMV Safety Belt Outreach, state-sponsored outreach, local educational safety events and teen safety events. The Alabama Law Enforcement Agency's PIO conducts safety talks to various organizations throughout the State of Alabama when requested. ALEA provides these educational outreach programs as service to the various organizations in effort to educate the public on safety related issues. The educational outreach events provided by PIO vary from one to four hours in length. The State-sponsored outreach events and Local educational safety events numbers are included in the CMV Safety Belt Outreach and teen safety events.

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 Performance Progress Report (SF-PPR):

Public Education and Awareness activities will be measured based on the number of activities and the feedback from the various audiences. The MCSD has established a database to track the number of outreach activities performed. The MCSD will utilize an evaluation form, which will be reviewed by the training section, to ensure the effectiveness of the training provided.

The MCSD has 2 Corporals whose primary function is to conduct safety education and outreach. Should one or both Corporals be unavailable, the MCSD relies upon its inspectors, weight detail personnel, and troopers assigned to the compliance review section to fill-in as necessary to conduct outreach as subject matter experts.

New Entrant

1 - New Entrant Focus Area

Instructions:

The FAST Act consolidated several FMCSA grant programs. Interstate New Entrant safety audits, which were funded previously under a separate FMCSA grant program, are now a component of the MCSAP grant. The FAST Act affirms that conducting New Entrant safety audits is now a requirement to participate in the MCSAP. The Act also says that a State or a third party may conduct 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. The Act allows a State to conduct Intrastate New Entrant Safety Audits at the State's discretion. However, States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Complete the following areas to describe your plan for this MCSAP focus area.

Goal: Reducing the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing new entrant interstate and, at the State's discretion, intrastate motor carriers to ensure that they have effective safety management programs.

Objective: Processing and Completing Safety Audits within the Statutory Time Limits

- Entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier: safety audit must be completed within 18 months.
- Entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later: safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Enter New Entrant Agency:

Alabama Law Enforcement Agency

Strategies: Include a description of the strategies that will be utilized in order to meet the program objective above. The applicant must provide any challenges or impediments you foresee that may prevent your successful completion of the objective.

To demonstrate the MCSD's ability to meet the challenges of contacting additional New Entrant Motor Carriers and conducting additional New Entrant Safety Audits, the following data was obtained by researching FMCSA's GOTHAM reports. The New Entrant Grant Agreement for FY 2015 between FMCSA and the Alabama Law Enforcement Agency indicated 425 New Entrant Safety Audits would be conducted by New Entrant Program funded positions. During fiscal year 2015, the MCSD conducted 686 New Entrant Safety Audits, exceeding the goal set forth in the grant agreement.

In addition to conducting New Entrant Safety Audits, Non-Audit Resolutions, and Compliance Investigations, Safety Auditors will identify and take appropriate action against carriers identified as "chameleon carriers". Auditors were provided with formal training during FY 2015 regarding the use of the A&I NAS (New Entrant Screening Tool) and other tools to identify reincarnated carriers. During FY 2015, Safety Auditors identified two reincarnated carriers which later resulted in a records consolidation performed at the Southern Service Center.

Activity Plan: A description of the activities the applicant believes will help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

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

1. Assigning carriers to New Entrant Auditors within 30 days of the carrier entering the New Entrant Program.
2. Assigning New Entrant Auditors specific geographical territories throughout the state based on the auditors home of record.
3. Continuing the "group audit" approach to reach additional motor carriers without increasing cost. The anticipated number of group audits is approximately 1 per quarter for each Safety Auditor.
4. Utilizing the off-site New Entrant Safety Audit process to reach multiple carriers and minimize cost.
5. A retired state employee, serving as an administrative assistant, will vet carriers, assisting the Auditors with contacting and scheduling New Entrant Safety Audits.
6. Auditors will submit "contact records" bi-weekly indicating a non-audit resolution was completed. The "contact records" are entered immediately upon submission to the New Entrant Supervisor and the Retired State Employee.
7. Upon completion of a New Entrant Safety Audit, Auditors will submit the Safety Audit for review within 24 hours to one of the New Entrant Supervisors and the audit will be uploaded within 36 hours.

Performance Measurement Plan: A description of how the applicant will measure progress toward meeting the objective, such as quantifiable and measureable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks that can be reported on in the quarterly progress report, or as annual outputs.

The anticipated outcome for FY 2017 is that Alabama will have 0 late, or past due, carriers. As carriers become "mandatory" and are required to undergo a comprehensive compliance investigation, the New Entrant Section has three personnel cross-trained to conduct compliance investigations to ensure "mandatory" carriers do not become past due.

Strategy: Conduct 425 New Entrant Safety Audits on Alabama based carriers, 18 CSA Interventions, and 192 Driver/Vehicle Examinations.

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

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

A minimum of 4 CSA Interventions will be conducted by New Entrant Program Personnel certified to conduct compliance investigations. The CSA Interventions will be assigned by the Federal Program Manager from the FMCSA Alabama Division.

Driver/Vehicle Examinations will be conducted during New Entrant Safety Audits and at roadside as violations are detected. The New Entrant Supervisor will monitor the progress of the New Entrant Safety Auditors/Troopers to ensure timely completion of the Driver/Vehicle Examinations, CSA Interventions, and Safety Audits.

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

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

An additional 4 CSA Interventions will be conducted by the New Entrant Program Personnel, bringing the total to 8. The CSA Interventions will be assigned by the Federal Program Manager from the FMCSA Alabama Division.

Driver/Vehicle Examinations will continue to be conducted during New Entrant Safety Audits and at roadside as violations are detected. The New Entrant Supervisor will monitor the progress of the New Entrant Safety Auditors/Troopers to ensure timely completion of the Driver/Vehicle Examinations, CSA Interventions, and Safety Audits.

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

125 additional New Entrant Safety Audits will be completed on New Entrant Motor Carriers and uploaded to MCMIS. Carriers will continue to be assigned by the New Entrant Supervising Corporal based on geographic location and to continue to and reduce the cost of New Entrant Safety Audits. An additional 5 CSA Interventions will be conducted by the New Entrant Program Personnel, bringing the total to 13. The CSA Interventions will be assigned by the Federal Program Manager from the FMCSA Alabama Division.

The New Entrant Supervisor will monitor the progress of the New Entrant Safety Auditors/Troopers to ensure timely completion of the Driver/Vehicle Examinations, CSA Interventions, and Safety Audits. However, the majority of the Driver/Vehicle Examinations conducted during this period will be during the National CVSA road check.

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

95 additional New Entrant Safety Audits will be completed on New Entrant Motor Carriers and uploaded to MCMIS. Carriers will continue to be assigned by the New Entrant Supervising Corporal based on geographic location and to continue to reduce the cost of New Entrant Safety Audits. Following the completion of the 95 New Entrant Safety Audits, ALEA will have met this performance goal for the grant agreement.

An additional 5 CSA Interventions will be conducted by the New Entrant Program Personnel, bringing the total to 18. The CSA Interventions will be assigned by the Federal Program Manager from the FMCSA Alabama Division. Upon approval of the final five (5) CSA Interventions by the Federal Program Manager, ALEA will have met this performance goal for the grant agreement.

The New Entrant Supervisor will monitor the progress of the New Entrant Safety Auditors/Troopers to ensure timely completion of the Driver/Vehicle Examinations, CSA Interventions, and Safety Audits. The New Entrant Supervisor will ensure that the Driver/Vehicle Examinations completed during this period meet the CVSA standards to ensure each New Entrant Safety Auditor/Trooper maintains their certifications.

Critical Information Table: The following Critical Information Table (although not required) is provided below for your use to summarize the anticipated project activities.

Summary of Anticipated Activities		
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	100	5
# of Safety Audits (Offsite)	325	0
TOTAL Safety Audits	425	5
# of Non-Audit Resolutions	250	0

Spending Plan

B&I Spending Plan

What is a Spending Plan?

The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.

What does a Spending Plan do?

A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.

The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.

The spending plan serves a number of critical functions:

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

1 - Spending Plan: Personnel

What different types of costs do I need to put in my Spending Plan?

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are not automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Identify the method of accounting used by the State: ☐ Cash ☒ Accrual

Allowable amount for Overtime (15% of total award amount without justification): \$984,581.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Trooper- FAP	9	7	1	\$58,600.56	\$36,918.35	\$31,380.60	\$5,537.75	\$119,854.08
Corporal-FAP	3	7	1	\$69,098.40	\$14,510.66	\$12,334.06	\$2,176.60	\$0.00
Sergeant-FAP	2	7	1	\$76,348.80	\$10,688.83	\$9,085.51	\$1,603.32	\$0.00
Trooper	24	100	1	\$56,805.60	\$1,363,334.40	\$1,158,834.24	\$204,500.16	\$0.00
Trooper	1	80	1	\$55,327.20	\$44,261.76	\$37,622.50	\$6,639.26	\$0.00
Trooper	1	10	1	\$48,927.50	\$4,892.75	\$4,158.83	\$733.92	\$0.00
Corporal	6	100	1	\$65,433.00	\$392,598.00	\$333,708.30	\$58,889.70	\$0.00
Coporal	1	80	1	\$69,098.40	\$55,278.72	\$46,986.91	\$8,291.81	\$0.00
Corporal	1	50	1	\$69,099.04	\$34,549.52	\$29,367.09	\$5,182.43	\$0.00
Sergeant	1	100	1	\$72,679.20	\$72,679.20	\$61,777.32	\$10,901.88	\$0.00
Sergeant	3	90	1	\$75,725.52	\$204,458.90	\$173,790.07	\$30,668.84	\$0.00
Lieutenant	1	90	1	\$84,276.00	\$75,848.40	\$64,471.14	\$11,377.26	\$0.00
Lieutenant	1	80	1	\$84,276.00	\$67,420.80	\$57,307.68	\$10,113.12	\$0.00
Captain	1	90	1	\$90,724.80	\$81,652.32	\$69,404.47	\$12,247.85	\$0.00
Chief	1	100	1	\$105,000.00	\$105,000.00	\$89,250.00	\$15,750.00	\$0.00
Administrative Assistant III	2	100	1	\$43,339.20	\$86,678.40	\$73,676.64	\$13,001.76	\$0.00
Administrative Assistant III	1	70	1	\$31,488.00	\$22,041.60	\$18,735.36	\$3,306.24	\$0.00
Departmental Operations Sepecialist	1	90	1	\$44,416.80	\$39,975.12	\$33,978.85	\$5,996.27	\$0.00
Accountint Technician	1	80	1	\$38,347.20	\$30,677.76	\$26,076.10	\$4,601.66	\$0.00
Part-Time Retired Personnel	1	100	1	\$15,000.00	\$15,000.00	\$12,750.00	\$2,250.00	\$0.00
Part-Time Retired Personnel	1	100	1	\$5,040.00	\$5,040.00	\$4,284.00	\$756.00	\$0.00
Subsistence	1	100	1	\$116,582.40	\$116,582.40	\$99,095.04	\$17,487.36	\$0.00
Sub-Total Salary					\$2,880,087.90	\$2,448,074.71	\$432,013.19	\$119,854.08
Overtime Information								
Overtime	1	100	1	\$10,000.00	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
Sub-Total Overtime					\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
TOTAL PERSONNEL					\$2,890,087.90	\$2,456,574.71	\$433,513.19	\$119,854.08

Enter detailed explanation of how you came up with the personnel costs:

MCSD is seeking to expand the number of MCSD personnel to meet the challenges of an increasing number of million vehicles miles traveled (MVMT) – 2013 MVMT was 65,046 to the most recent data available 2014 MVMT of 65,667 (Federal Highway Administration, Office of Highway Policy Information). The MCSD has requested Basic funding for 5 additional arresting officers for FY 2017. By remaining stagnant, the MCSD struggles to meet the challenges of FMCSA's mission of reducing crashes, injuries, and fatalities involving large trucks and buses.

Each year Troopers assigned to the Motor Carrier Safety Division will be eligible for ALEA Trooper Senior, thus the need for increased personnel costs. Salary

costs are included for Arresting and Civilian personnel with a total of \$2,890,087.90 as detailed on the attached spreadsheets for MCSAP Basic Arresting Personnel (Attachment 1), MCSAP Basic Civilian Personnel (Attachment 2), and Incentive Funds. ALEA calculates salary based on semi-monthly rates, which results in a difference as depicted on the attached spreadsheets, along with rounding differences. The Felony Apprehension Patrol (FAP) officers are included in the incentive budget for 24 pay periods. These officers work part time on MCSAP eligible enforcement activities and are charged at 7% each.

Per Alabama Statute, officers are entitled to \$12/day of hazardous duty pay if the officer works at least 4 hours/day. Subsistence is included at \$12/day x 20 days/month x 12 months for each officer at their percentage of time worked on the grant.

Overtime is included at a total of \$10,000.00 to assist with post-crash details/investigations, and any other official duties which may require officers to go over the 40-hour work week that are MCSAP approved.

Per law, officers are entitled to \$12.00 per day of hazardous duty pay if the officer works at least 4 hours per day. Subsistence is included at \$12/day x 20 days each month x 32 officers x 12 months at 100% for a total of \$92,160.00; \$12/day x 20 days each month x 5 officers x 12 months at 90% for a total of \$12,960.00, \$12/day x 20 days each month x 3 officers x 12 months at 80% for a total of \$6,912.00; \$12/day x 20 days each month x 1 officer x 12 months at 50% for a total of \$1,440.00; and \$12/day x 20 days each month x 1 officer x 12 months at 10% for a total of \$288.00. The subsistence for the FAP Troopers is \$ 2,822.40. The total subsistence is \$116,582.40.

2 - Spending Plan: Fringe Benefits

Fringe costs are benefits paid to your employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-federal grantees that have an accrual basis of accounting may have a separate line item for leave, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the accounting basis (cash or accrual) selected for costing each type of leave is consistently followed by the non-Federal entity or specified grouping of employees. Depending on the state, there are set employer taxes that are paid as a percentage of the salary, such as Social Security, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. For each of these standard employer taxes, under Position you may list "All Positions"; the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Retirement/FAP-Trooper	100	\$37,152.67	\$37,152.67	\$31,579.77	\$5,572.90	\$95,079.14
Health Insurance/FAP-Troopers	100	\$10,290.00	\$10,290.00	\$8,746.50	\$1,543.50	\$0.00
Retirement/Civilian	100	\$28,088.33	\$28,088.33	\$23,875.08	\$4,213.25	\$0.00
FICA/ FAP-Trooper	100	\$941.63	\$941.63	\$800.39	\$141.24	\$0.00
Trooper/Civilian Health Insurance	100	\$476,700.00	\$476,700.00	\$405,195.00	\$71,505.00	\$0.00
FICA/Civilians	100	\$15,141.40	\$15,141.40	\$12,870.19	\$2,271.21	\$0.00
FICA/Non Overnight Per Diem	100	\$580.00	\$580.00	\$493.00	\$87.00	\$0.00
Retirement/Trooper	100	\$1,497,319.95	\$1,497,319.95	\$1,272,721.96	\$224,597.99	\$0.00
Retirement/Overtime	100	\$5,981.00	\$5,981.00	\$5,083.85	\$897.15	\$0.00
FICA/Troopers	100	\$38,094.70	\$38,094.70	\$32,380.50	\$5,714.20	\$0.00
Sub-Total Fringe Benefits			\$2,110,289.68	\$1,793,746.24	\$316,543.44	\$95,079.14

Enter detailed explanation of how you came up with the fringe benefits costs:

Fringe benefit costs in the amount of \$2,110,289.68 for FICA, Retirement and Health Insurance costs.

Per State Law, state agencies are required to pay certain fringe benefits on salaries, subsistence, and/or overtime.

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

The FY 2017 retirement percentage paid by ALEA is 59.81 percent on arresting officers and 15.89 percent for civilians. The retirement rate for new employees hired on or after 1/1/13 will be charged at 54.12 percent for arresting officers and 13.25 percent for civilians.

Health insurance costs are included at \$875 per month per employee at their respective percentage of time worked. For 35 employees at 100%, the total is \$367,500.00; 6 employees at 90% is \$56,700.00; 4 employee at 80% is \$33,600.00; 1 employee at 70% is \$7,350; 2 employees at 50% is \$10,500.00 and 1 employees at 10% is \$1,050.00. The health insurance for the FAP-Trooper is \$10,290. The total requested for health insurance is \$486,990.

Per Diem: Per IRS regulations, if the employee's regular pay is subject to FICA and/or Medicare, the non-overnight per diem is also subject to those withholdings.

3 - Spending Plan: Travel

Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
In-State Per Diem - Basic MCSD			\$110,000.00	\$93,500.00	\$16,500.00	\$0.00
DIAP	1	5	\$2,200.00	\$1,870.00	\$330.00	\$0.00
Out- of-state Travel			\$500.00	\$425.00	\$75.00	\$0.00
Passenger Vehicle Inspection	4	3	\$6,000.00	\$5,100.00	\$900.00	\$0.00
Hazmat/bulk Training	10	5	\$15,000.00	\$12,750.00	\$2,250.00	\$0.00
Alabama Trucking Association	3	2	\$7,200.00	\$6,120.00	\$1,080.00	\$0.00
Inspector Championship - NAIC	2	3	\$4,800.00	\$4,080.00	\$720.00	\$0.00
FMCSA National Budget Meeting	5	3	\$7,750.00	\$6,587.50	\$1,162.50	\$0.00
CVSA (2dates)	5	10	\$17,500.00	\$14,875.00	\$2,625.00	\$0.00
AGA Seminars	1	4	\$1,600.00	\$1,360.00	\$240.00	\$0.00
CSA Phase III Training	2	5	\$1,000.00	\$850.00	\$150.00	\$0.00
Electronic Logging Devices Training	2	5	\$1,000.00	\$850.00	\$150.00	\$0.00
Sub-Total Travel			\$174,550.00	\$148,367.50	\$26,182.50	\$0.00

Enter detailed explanation of how you came up with the travel costs:

In-state per diem is budgeted at \$110,000.00 for in-state travel costs. Per Alabama law, the current per diem rate is \$11.25 for travel away from the assigned base for six or more hours and \$30.00 if the employee is away from the assigned base for twelve or more hours. Overnight travel is \$75.00 per day.

Out-of-State travel costs are included at \$500.00 to cover MCSAP-related travel expenses including lodging, meals, etc. Per Alabama law, out-of-state per diem is paid at the straight expense rate. ALEA will ensure that out-of-state travel complies with both FMCSA policy and the GSA per diem rate as applicable.

Conference travel costs include funds for lodging, meals, airfare, etc. as needed for the conferences attended by MCSD personnel with a total of \$64,550.00. Five employees will attend the FMCSA budget meeting at a yet to be determined location. Five employees will attend the CVSA conferences in the fall (White Horse, YK, Canada) and the spring (Atlanta, GA). One employee will attend the DIAP conference at a yet to be determined location and two employees will participate in the Inspector Championship (NAIC) in Indianapolis, IN. Three employees will attend the Alabama Trucking Association conference in Las Vegas, NV.

The accounting technician (Vee Mosely) will attend the Association of Government Accountants (AGA) Seminars at locations yet to be determined. The accounting technician is charged to the grant at 80%, therefore, the cost of the AGA conferences are included at 80%. The accounting conferences are beneficial to improving the skillset and knowledge of governmental accounting of the Motor Carrier Safety Division Account Clerk. These conferences have proven essential in increasing her effectiveness when performing her daily tasks and assignments in monitoring the budget and expenditures of the MCSD, as well as assisting the New Entrant Program.

4 - Spending Plan: Equipment

Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of \$5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of \$5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below \$5,000, check the box and provide the amount of your equipment threshold.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing \$20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$10,000. A State can provide a more detailed explanation in the narrative section.

Indicate if your State's equipment threshold is below \$5,000: ☐ Yes ☒ No

If threshold is below \$5,000, enter threshold level:

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Docking Stations	5	\$700.00	\$3,500.00	\$2,975.00	\$525.00	\$0.00
Computers	5	\$3,000.00	\$15,000.00	\$12,750.00	\$2,250.00	\$0.00
Light and Radio packages for Chevrolet Tahoes	5	\$14,000.00	\$70,000.00	\$59,500.00	\$10,500.00	\$0.00
Chevrolet Tahoes	5	\$33,596.00	\$167,980.00	\$142,783.00	\$25,197.00	\$0.00
Sub-Total Equipment			\$256,480.00	\$218,008.00	\$38,472.00	\$0.00

Enter detailed explanation of how you came up with the equipment costs:

Five Tahoes are requested at \$33,596.00 each for a total of \$167,980.00. These Tahoes are replacement vehicles for current MCSD inspectors and will be used for 100% MCSAP eligible activities. MCSAP funded vehicles are replaced once they have surpassed their operational lifespan and outside the period of performance of the grant used to purchase the vehicles.

Light and radio installation packages are requested for the 5 Chevrolet Tahoes. Light and radio packages are included at \$14,000.00 each with a total of \$70,000.00. The funding request is to ensure continuity between personnel assigned to MCSD and the rest of ALEA.

The 5 replacement computers and docking stations are requested at a total cost of \$18,500.00. This equipment is to replace aging computers and docking stations that are no longer serviceable. The life expectancy of a computer has shown to be approximately 3-5 years.

5 - Spending Plan: Supplies

Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing \$200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$100. A State can provide a more detailed explanation in the narrative section.

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditure
Communications Purchases - Southern Lincs, iPhone and Accessories	10	each	\$300.00	\$3,000.00	\$2,550.00	\$450.00	\$0.0
Desktop computer and accessories	1	each	\$2,000.00	\$2,000.00	\$1,700.00	\$300.00	\$0.0
Scanner	3	each	\$490.00	\$1,470.00	\$1,249.12	\$220.88	\$0.0
Printers	20	each	\$300.00	\$6,000.00	\$5,100.00	\$900.00	\$0.0
Brochures/Publications	1	semi-annually	\$2,000.00	\$2,000.00	\$1,700.00	\$300.00	\$0.0
Web Gear/Uniform	1	annually	\$15,000.00	\$15,000.00	\$12,750.00	\$2,250.00	\$0.0
Field Supplies	1	annually	\$5,000.00	\$5,000.00	\$4,250.00	\$750.00	\$0.0
Office Supplies	1	annually	\$10,000.00	\$10,000.00	\$8,500.00	\$1,500.00	\$0.0
Sub-Total Supplies				\$44,470.00	\$37,799.12	\$6,670.88	\$0.0

Enter detailed explanation of how you came up with the supplies costs:

Communication purchases are included at \$3,000.00 to cover necessary costs such as replacement phones and accessories.

Office supply funding is included at \$10,000.00 which covers supply needs under \$500.00, such as paper, ink, pens, printer cartridges, software, cables, etc.

Funding for Field Supplies is included at \$5,000 to cover costs for the grant period. This covers items needed that are under \$500.00, such as flashlights, power inverters, creepers, etc.

Funding for Web Gear/Uniforms is included at \$15,000.00 to cover any necessary uniform needs for MCSD officers. The MCSD used historical data to determine the amount of funding required to replace Web Gear/Uniforms. The MCSD has 38 officers assigned to perform MCSAP related duties and functions as their primary work related responsibility. Budgeting \$15,000.00 allows for an average of \$394.74 to be spent on each individual per year, which allows for the replacement of approximately 2 complete uniforms per year.

Funding for brochures and publications is included with a total of \$2,000.00 to cover printing costs of out of service criteria, manuals, and other MCSAP related printings as necessary.

Printers are requested at \$300.00 each for 20 printers, with a total of \$3,000.00 to replace printers no longer operable.

Three scanners are included in the budget at \$490.00 each for 3 scanners for a total of \$1,470.00 to replace the scanners that are no longer serviceable.

Funding for a computer and accessories is requested to replace an outdated desktop. The computer and accessories are quoted at \$2,000.00.

6 - Spending Plan: Contractual

Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.

Contract means 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.

Subaward means 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. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Contractual	\$0.00	\$0.00	\$0.00	\$0.00

Enter detailed explanation of how you came up with the contractual costs:

7 - Spending Plan: Other Costs

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs: ☐ Yes ☒ No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs				

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
VPN access	12	monthly	\$360.00	\$4,320.00	\$3,672.00	\$648.00	\$0.00
AT&T Line	12	monthly	\$70.00	\$840.00	\$714.00	\$126.00	\$0.00
Communication Service Costs (Southern Linc, AT&T, Verizon)	12	monthly	\$5,333.33	\$63,999.96	\$54,399.97	\$9,599.99	\$0.00
Copier rental	12	monthly	\$300.00	\$3,600.00	\$3,060.00	\$540.00	\$0.00
Rental of Storage Facility- Archives & History	4	quarterly	\$400.00	\$1,600.00	\$1,360.00	\$240.00	\$0.00
Gasoline and Vehicle Maintenance	12	monthly	\$25,041.67	\$300,500.04	\$255,425.03	\$45,075.01	\$0.00
CVSA Membership Dues	1	annually	\$9,800.00	\$9,800.00	\$8,330.00	\$1,470.00	\$0.00
CVSA Decals	2450	quarterly	\$0.28	\$686.00	\$583.10	\$102.90	\$0.00
Conference registration fees	10	annually	\$608.00	\$6,080.00	\$5,168.00	\$912.00	\$0.00
Operation and Maintenance	1	annually	\$64,264.23	\$64,264.23	\$54,624.62	\$9,639.61	\$0.00
ALEA's Information Technology	1	annually	\$5,000.00	\$5,000.00	\$4,250.00	\$750.00	\$0.00
Software Purchases	1	annually	\$10,000.00	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
Sub-Total Other Costs				\$470,690.23	\$400,086.72	\$70,603.51	\$0.00

Enter detailed explanation of how you came up with the other costs:

Conference costs are budgeted at \$6,080.00 to cover registration fees for the conferences attended by MCSD personnel including the CVSA, AGA and DIAP conferences.

CVSA Decals are used by inspectors to identify when an inspection has been performed on a commercial vehicle and no hazardous violations were

found. CVSA decals are budgeted at \$0.28 for 2,450 decals, with a total of \$686.00.

CVSA Membership dues are budgeted at \$9,800.00 to cover one year of dues for the Motor Carrier Safety Division.

Gasoline and vehicle maintenance costs are budgeted at \$25,041.67 per month for 12 months for a total of \$300,500.04. These are necessary costs to cover gasoline and vehicle maintenance for vehicles used for MCSAP eligible enforcement activities. The MCSD utilizes 38 Chevrolet Tahoes to perform MCSAP eligible activities. During the course of a single year, personnel assigned to the MCSD will travel approximately 1.2 million miles. Assuming each Tahoe averages 14 miles per gallon of fuel and fuel costs rise to \$3.50 per gallon (approximately \$1.00 per gallon from current rates) the approximate annual expenditure for fuel will total \$290,472.00.

Preventative maintenance care and service (oil changes, tires, minor repairs, etc...) have averaged approximately \$800.00 per month x 12 months for the MCSD fleet, totalling \$9,600.00 annually.

Rental of storage facility is included at \$400.00 per quarter for 4 quarters, which totals \$1,600.00. The storage facility is needed for archives and history storage by the MCSD.

Rental fees for a copier are charged at \$300.00 per month for 12 months, with a total of \$3,600.00. These costs are split 50/50 with the New Entrant Program as the copier will be utilized by both programs.

Communication service costs are included for \$63,999.96 to cover monthly service costs for Southern Linc, Verizon and AT&T.

Funding for the AT&T line is necessary as this is the fax line for the Motor Carrier Safety Division. The AT&T line is \$70.00 per month for 12 months, which comes to \$840.00.

Funding for VPN access is included for \$360.00 per month for 12 months, totaling \$4,320.00. The VPN is needed to access departmental file shares and applications via a secured connection to facilitate administrative work while out of the office.

Operation and Maintenance Costs are included at a total of \$64,264.26. These costs will be used to maintain the MOVE (Mobile Officer Virtual Environment), Ecite, Ecrash, ADVANCE (analytical tool used to collect data from these applications), and other systems utilized by enforcement personnel. These costs are associated with maintaining state safety data quality (SSDQ)

Software purchases are included at a cost of \$10,000. This cost is for any commercially available software purchases, to enhance the ability of MCSD inspectors to more effeciently perform job related duties and tasks. Examples of potential software purchases may include, but are not limited to: Microsoft Office, Adobe Pro DC, and anti-virus software.

ALEA's Information Technology services at a cost of \$5,000. MCSD relies upon the parent agency, ALEA, to set up, service and troubleshoot issued hardware used in conducting inspections. These costs are seperate and apart from SSDQ performance measuring tools and associated O&M costs.

8 - Spending Plan**Instructions:**

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$5,579,290.00	\$984,581.00	\$6,563,871.00

Allowable amount for Overtime (15% of total award amount without justification): \$984,581.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$465,835.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Trooper- FAP	\$31,380.60	\$5,537.75	\$36,918.35	\$119,854.08
Corporal-FAP	\$12,334.06	\$2,176.60	\$14,510.66	\$0.00
Sergeant-FAP	\$9,085.51	\$1,603.32	\$10,688.83	\$0.00
Trooper	\$1,158,834.24	\$204,500.16	\$1,363,334.40	\$0.00
Trooper	\$37,622.50	\$6,639.26	\$44,261.76	\$0.00
Trooper	\$4,158.83	\$733.92	\$4,892.75	\$0.00
Corporal	\$333,708.30	\$58,889.70	\$392,598.00	\$0.00
Coporal	\$46,986.91	\$8,291.81	\$55,278.72	\$0.00
Corporal	\$29,367.09	\$5,182.43	\$34,549.52	\$0.00
Sergeant	\$61,777.32	\$10,901.88	\$72,679.20	\$0.00
Sergeant	\$173,790.07	\$30,668.84	\$204,458.91	\$0.00
Lieutenant	\$64,471.14	\$11,377.26	\$75,848.40	\$0.00
Lieutenant	\$57,307.68	\$10,113.12	\$67,420.80	\$0.00
Captain	\$69,404.47	\$12,247.85	\$81,652.32	\$0.00
Chief	\$89,250.00	\$15,750.00	\$105,000.00	\$0.00
Administrative Assistant III	\$73,676.64	\$13,001.76	\$86,678.40	\$0.00
Administrative Assistant III	\$18,735.36	\$3,306.24	\$22,041.60	\$0.00
Departmental Operations Sepecialist	\$33,978.85	\$5,996.27	\$39,975.12	\$0.00
Overtime	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
Accountint Technician	\$26,076.10	\$4,601.66	\$30,677.76	\$0.00
Part-Time Retired Personnel	\$12,750.00	\$2,250.00	\$15,000.00	\$0.00
Part-Time Retired Personnel	\$4,284.00	\$756.00	\$5,040.00	\$0.00
Subsistence	\$99,095.04	\$17,487.36	\$116,582.40	\$0.00
Subtotal for Personnel	\$2,456,574.71	\$433,513.19	\$2,890,087.90	\$119,854.08

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Overtime	\$0.00	\$0.00	\$0.00	\$0.00
FICA/Troopers	\$32,380.50	\$5,714.20	\$38,094.70	\$0.00
FICA/Civilians	\$12,870.19	\$2,271.21	\$15,141.40	\$0.00
FICA/Non Overnight Per Diem	\$493.00	\$87.00	\$580.00	\$0.00
Retirement/Trooper	\$1,272,721.96	\$224,597.99	\$1,497,319.95	\$0.00
Retirement/Overtime	\$5,083.85	\$897.15	\$5,981.00	\$0.00
Trooper/Civilian Health Insurance	\$405,195.00	\$71,505.00	\$476,700.00	\$0.00
Retirement/Civilian	\$23,875.08	\$4,213.25	\$28,088.33	\$0.00
FICA/ FAP-Trooper	\$800.39	\$141.24	\$941.63	\$0.00
Retirement/FAP-Trooper	\$31,579.77	\$5,572.90	\$37,152.67	\$95,079.14
Health Insurance/FAP-Troopers	\$8,746.50	\$1,543.50	\$10,290.00	\$0.00
Subtotal for Fringe Benefits	\$1,793,746.24	\$316,543.44	\$2,110,289.68	\$95,079.14

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
In-State Per Diem - Basic MCSD	\$93,500.00	\$16,500.00	\$110,000.00	\$0.00
DIAP	\$1,870.00	\$330.00	\$2,200.00	\$0.00
Out- of-state Travel	\$425.00	\$75.00	\$500.00	\$0.00
Passenger Vehicle Inspection	\$5,100.00	\$900.00	\$6,000.00	\$0.00
Hazmat/bulk Training	\$12,750.00	\$2,250.00	\$15,000.00	\$0.00
Alabama Trucking Association	\$6,120.00	\$1,080.00	\$7,200.00	\$0.00
Inspector Championship - NAIC	\$4,080.00	\$720.00	\$4,800.00	\$0.00
FMCSA National Budget Meeting	\$6,587.50	\$1,162.50	\$7,750.00	\$0.00
CVSA (2dates)	\$14,875.00	\$2,625.00	\$17,500.00	\$0.00
AGA Seminars	\$1,360.00	\$240.00	\$1,600.00	\$0.00
CSA Phase III Training	\$850.00	\$150.00	\$1,000.00	\$0.00
Electronic Logging Devices Training	\$850.00	\$150.00	\$1,000.00	\$0.00
Subtotal for Program Travel	\$148,367.50	\$26,182.50	\$174,550.00	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Docking Stations	\$2,975.00	\$525.00	\$3,500.00	\$0.00
Computers	\$12,750.00	\$2,250.00	\$15,000.00	\$0.00
Light and Radio packages for Chevrolet Tahoes	\$59,500.00	\$10,500.00	\$70,000.00	\$0.00
Chevrolet Tahoes	\$142,783.00	\$25,197.00	\$167,980.00	\$0.00
Subtotal for Equipment	\$218,008.00	\$38,472.00	\$256,480.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Communications Purchases - Southern Lincs, iPhone and Accessories	\$2,550.00	\$450.00	\$3,000.00	\$0.00
Desktop computer and accessories	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Scanner	\$1,249.12	\$220.88	\$1,470.00	\$0.00
Printers	\$5,100.00	\$900.00	\$6,000.00	\$0.00
Brochures/Publications	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Web Gear/Uniform	\$12,750.00	\$2,250.00	\$15,000.00	\$0.00
Field Supplies	\$4,250.00	\$750.00	\$5,000.00	\$0.00
Office Supplies	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
Subtotal for Supplies	\$37,799.12	\$6,670.88	\$44,470.00	\$0.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Contractual	\$0.00	\$0.00	\$0.00	\$0.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
VPN access	\$3,672.00	\$648.00	\$4,320.00	\$0.00
AT&T Line	\$714.00	\$126.00	\$840.00	\$0.00
Communication Service Costs (Southern Linc, AT&T, Verizon)	\$54,399.97	\$9,599.99	\$63,999.96	\$0.00
Copier rental	\$3,060.00	\$540.00	\$3,600.00	\$0.00
Rental of Storage Facility-Archives & History	\$1,360.00	\$240.00	\$1,600.00	\$0.00
Gasoline and Vehicle Maintenance	\$255,425.03	\$45,075.01	\$300,500.04	\$0.00
CVSA Membership Dues	\$8,330.00	\$1,470.00	\$9,800.00	\$0.00
CVSA Decals	\$583.10	\$102.90	\$686.00	\$0.00
Conference registration fees	\$5,168.00	\$912.00	\$6,080.00	\$0.00
Operation and Maintenance	\$54,624.62	\$9,639.61	\$64,264.23	\$0.00
ALEA's Information Technology	\$4,250.00	\$750.00	\$5,000.00	\$0.00
Software Purchases	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
Subtotal for Other Expenses including Training & Conferences	\$400,086.72	\$70,603.51	\$470,690.23	\$0.00

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$5,054,582.29	\$891,985.52	\$5,946,567.81	\$214,933.22
Total Costs Budgeted	\$5,054,582.29	\$891,985.52	\$5,946,567.81	\$214,933.22

Comprehensive Budget

This Comprehensive Budget is a read-only document. It is a cumulative summary of the Spending Plans from each focus area by budget category.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$5,579,290.00	\$984,581.00	\$6,563,871.00

- The Total State Share budgeted does not equal 15% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 15%.

Cost Summary by Budget Category				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Personnel Total	\$2,734,398.23	\$482,540.87	\$3,216,939.10	\$119,854.08
Fringe Benefit Total	\$1,998,555.43	\$352,686.24	\$2,351,241.67	\$95,079.14
Program Travel Total	\$164,092.50	\$28,957.50	\$193,050.00	\$0.00
Equipment Total	\$218,008.00	\$38,472.00	\$256,480.00	\$0.00
Supplies Total	\$46,809.12	\$8,260.88	\$55,070.00	\$0.00
Contractual Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Expenses Total	\$417,426.72	\$73,663.51	\$491,090.23	\$0.00
Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$5,579,290.00	\$984,581.00	\$6,563,871.00	\$214,933.22
Indirect Costs	\$0.00	\$0.00	\$0.00	\$0.00
Total Costs Budgeted	\$5,579,290	\$984,581	\$6,563,871	\$214,933

NOTE: Total Costs Budgeted row: Federal Share value rounded down to nearest whole dollar and State Share value rounded up to the nearest whole dollar amount.

- The Total State Share budgeted does not equal 15% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 15%.



ALABAMA LAW ENFORCEMENT AGENCY

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ROBERT BENTLEY
GOVERNOR

STAN STABLER
SECRETARY

KEVIN WRIGHT
DEPUTY SECRETARY

ANNUAL CERTIFICATION OF COMPATIBILITY

In accordance with 49 CFR, Parts 350 and 355 as Secretary for the Alabama Law Enforcement Agency, I do hereby certify the State of Alabama's compatibility with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCR's) and the Federal Hazardous Material Regulations (FHMR's) as follows: INTERSTATE MOTOR CARRIERS: Part 107, Subpart B, Part 40, Parts 171-180, Part 382, Part 383, Part 384, 385, 386, 387 and Parts 390-399 of Title 49, Code of Federal Regulations of the U. S. Department of Transportation adopted by Administrative Rule. INTRASTATE MOTOR CARRIERS: Part 107, Subpart B, Part 40, Parts 171-180, Parts 382-387, and Parts 390 - 399 of Title 49, Code of Federal Regulations of the U. S. Department of Transportation adopted by Administrative Rule.

Dated this 26th day of September, 20 16

Stan Stabler

Stan Stabler, Secretary

FY 2017 Certification of MCSAP Conformance (State Certification)

I Stan Stabler, Secretary of Law Enforcement, on behalf of the State of Alabama, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
2. The State has designated the Law Enforcement Agency as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and (names of agencies) to perform defined functions under the CVSP. The Lead State Agency has the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State must ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.
9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation of the programs to improve motor carrier, CMV, and driver safety.

10. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
11. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
12. The State will (1) establish and dedicate sufficient resources to a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; (2) participate in a national motor carrier safety data correction program (DataQs); (3) participate in appropriate FMCSA systems including information technology and data systems; and (4) ensure information is exchanged in a timely manner with other States.
13. The State will ensure that the CVSP, data collection, and information data systems are coordinated with the State highway safety improvement program under sec. 148(c) of title 23, U.S. Code. The name of the Governor's highway safety representative (or other authorized State official through whom coordination was accomplished) is Chief Tim Pullin.
14. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
15. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.
17. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C 13902, 31134, and 49 CFR § 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
18. The State will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139 and 49 CFR part 387.
19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a

bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).

22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
24. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
25. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
26. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.319 and 350.329

Date 7/20/2016

Signature Stan Staller