

MISSOURI

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2019

Date of Approval: Jun 06, 2019

Final CVSP

Part 1 - MCSAP Overview

1 - Introduction

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

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.201](#) and [205](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to “prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety.”

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

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements
- Part 3: National Emphasis Areas and State Specific Objectives
- Part 4: Financial Information (FY 2019)
- Part 5: Certifications and Documents

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

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

NEW FOR FY 2019:

Single Year and Multi-Year plans—For FY 2019, the primary difference in the single year and multi-year CVSP formats is that objectives, projected goals, and activities in the 3-year plan will cover an entire three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—Those States in Year 2 of a 3-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in Year 1 and indicate whether anything needs to be updated for Year 2 via a Yes/No question provided in each Section of Parts 1-3. **NOTE: Answer carefully as there is one opportunity to check Yes/No and then the input is locked.**

- If Yes is indicated, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan.
- If No is indicated, the Year 1 information will not be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All single year, multi-year, and annual update plans have been pre-populated with data and information from their FY 2018 plans. States must carefully review and update this information to reflect FY 2019 activities prior to submission to FMCSA.

In addition, States are reminded to **not** include any personally identifiable information (PII) in the CVSP. The final

CVSP approved by FMCSA is required to be posted to a public FMCSA website.

2 - Mission/Goal Statement

Instructions:

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

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

The mission of the Missouri Department of Transportation - Highway Safety and Traffic Division's Motor Carrier Safety Assistance Program (MCSAP) is to reduce the number of crashes, fatalities, injuries and property damage involving Commercial Motor Vehicles (CMVs). Fulfilling this mission requires strong partnerships with the Missouri State Highway Patrol, Kansas City Police Department, St. Louis Metropolitan Police Department, St. Louis County Police Department and Missouri Department of Transportation - Motor Carrier Services Division.

The Missouri MCSAP goal is to maintain a heightened level of motor carrier compliance of the FMCSA regulations by conducting roadside inspections, compliance investigations, new entrant safety audits and outreach activities as well as maintain existing efforts in data collection and reporting processes of Missouri's Safety Data Quality system (timely and accurate inspection, crash, carrier and traffic enforcement data).

Franklin County Sheriff's Office was removed from the plan. They will no longer be participating in MCSAP.

3 - MCSAP Structure Explanation

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

NOTE: Please do not include activities or expenses associated with any other FMCSA grant program.

The agencies involved in Missouri's commercial motor vehicle enforcement program include: Missouri State Highway Patrol, Kansas City Police Department, St. Louis Metropolitan Police Department, St. Louis County Police Department, Missouri Department of Transportation – Motor Carrier Services Division and Missouri Department of Transportation – Highway Safety and Traffic Division.

Missouri State Highway Patrol:

There are three divisions within the Missouri State Highway Patrol (MSHP) with roles in CMV safety/enforcement:

1. Commercial Vehicle Enforcement Division - This division is responsible for CMV roadside inspections and includes 133 allotted full-time CVSA certified officers and 40-60 part-time CVSA certified officers. None of the enforcement positions are MCSAP funded full-time equivalents (FTEs). This division also employs five positions that are MCSAP funded - three quality control clerks and two computer information technicians. The three quality control clerks conduct data entry of CMV inspection reports and CMV involved crash reports. They also certify any returned CMV inspection reports verifying repairs have been made to the CMV. Additionally, they upload crash and inspection reports daily to FMCSA and conduct quality assurance of these reports. The two computer information technicians perform maintenance of the electronic systems and databases that support CMV inspections and CMV crashes. These personnel also provide 24 hours tech support for computer and other electronic systems.
2. Patrol Records Division - This division is responsible for records and data management of crash reports. This division has one MCSAP dedicated FTE that is state funded.
3. Field Operations Bureau - This division is responsible for traffic enforcement of CMVs and non-CMV's and criminal interdiction in and around commercial motor vehicles and includes 34 Commercial Vehicle Enforcement Troopers (CVETs). None of these positions are MCSAP funded FTEs.

Kansas City Police Department:

The Kansas City Police Department has eight full-time and seven part-time CVSA certified officers responsible for CMV roadside inspections and traffic enforcement. Seven of the eight full-time officers are MCSAP funded. The eighth full-time officer's salary is paid from local funds. The seven part-time officers are not MCSAP funded.

St. Louis Metropolitan Police Department:

The St. Louis Metropolitan Police Department has five full-time and five part-time CVSA certified officers responsible for CMV roadside inspections and traffic enforcement. The five full-time officers are MCSAP funded. The five part-time officers are only MCSAP funded through overtime when conducting CMV enforcement activities.

St. Louis County Police Department:

The St. Louis County Police Department has **five** full-time CVSA certified officers responsible for CMV roadside inspections and traffic enforcement. The **five** full-time officers are MCSAP funded.

Missouri Department of Transportation (MoDOT):

There are two divisions within the Missouri Department of Transportation with roles in CMV safety:

1. MoDOT - Motor Carrier Services Division is responsible for carrier compliance investigations and new entrant safety audits and includes 32 CVSA certified investigators. These positions are partially funded with MCSAP funds though none are 100% MCSAP dedicated FTE's.
2. MoDOT - Highway Safety and Traffic Division is the designated lead agency/division for planning, implementing, and administering Missouri's Commercial Vehicle Safety Plan (CVSP), including the MCSAP program, and includes one MCSAP funded FTE.

Added two officers to St. Louis County Police Department throughout the plan.

4 - MCSAP Structure**Instructions:**

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

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

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	MISSOURI DEPARTMENT OF TRANSPORTATION - HIGHWAY SAFETY AND TRAFFIC DIVISION
Enter total number of personnel participating in MCSAP activities	6
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	4
Data Collection and Reporting	2
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	KANSAS CITY POLICE DEPARTMENT
Enter total number of personnel participating in MCSAP activities	16
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	15
Traffic Enforcement Activities	1200
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	3
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	ST. LOUIS METROPOLITAN POLICE DEPARTMENT
Enter total number of personnel participating in MCSAP activities	13
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	10
Traffic Enforcement Activities	1203
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	3
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	ST. LOUIS COUNTY POLICE DEPARTMENT
Enter total number of personnel participating in MCSAP activities	5
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	5
Traffic Enforcement Activities	1015
Investigations*	0
Public Education and Awareness	5
Data Collection and Reporting	5
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	MISSOURI DEPARTMENT OF TRANSPORTATION - MOTOR CARRIER SERVICES DIVISION
Enter total number of personnel participating in MCSAP activities	35
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	32
Traffic Enforcement Activities	0
Investigations*	32
Public Education and Awareness	32
Data Collection and Reporting	3
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	MISSOURI STATE HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	227
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	180
Traffic Enforcement Activities	1000
Investigations*	0
Public Education and Awareness	11
Data Collection and Reporting	38
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	3
Total # of MCSAP Participating Personnel:	4

Part 2 - Crash Reduction and National Program Elements

1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2019 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2017, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

Note: *For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the State Quarterly Report and CVSP Data Dashboard, and/or the CVSP Toolkit 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>. A user id and password are required to access this system.*

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/ objectives.

2 - CMV Crash Reduction

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2013 - 2017

Instructions for all tables in this section:

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

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

ALL CMV CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	12/31/2017	126	92	126
01/01/2016	12/31/2016	131	93	131
01/01/2015	12/31/2015	120	98	120
01/01/2014	12/31/2014	111	82	111
01/01/2013	12/31/2013	99	83	99

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	12/31/2017	4		
01/01/2016	12/31/2016	4		
01/01/2015	12/31/2015	3		
01/01/2014	12/31/2014	4		
01/01/2013	12/31/2013	10		

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	12/31/2017	0		
01/01/2016	12/31/2016	1		
01/01/2015	12/31/2015	1		
01/01/2014	12/31/2014	2		
01/01/2013	12/31/2013	3		

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

The figures listed above for CMV and Motorcoach/Passenger Carrier crashes are a compilation of data provided by the Missouri Department of Transportation – Traffic Management System (TMS) database, of which all statistical information is generated from crash reports submitted to the Missouri State Highway Patrol – Statewide Accident Reporting System (STARS). The following bus types were used to report the fatality numbers for MOTORCOACH/PASSENGER CARRIER CRASHES: school bus, intercity, transit/commuter and charter/tour. The figures listed above for HM crashes are a compilation of data provided to the State of Missouri by the Federal Motor Carrier Safety Administration (FMCSA) from the Motor Carrier Management Information System (MCMIS).

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

The "All CMV Crashes" table shows the goals and actual outcomes. From 2013 to 2016, Missouri experienced an increase in CMV fatalities each year. Last year in 2017 Missouri had a decline of four fatalities. The state has noticed Vehicle Miles Traveled (VMT) has been on the incline due to economic recovery and lower fuel prices. With an increase in VMT, meaning there are more vehicles on the roadways, there is increased chances of crashes occurring.

Below are CMV crash statistics from 2013 through 2017:

CMV INVOLVED:

	Crashes		People		
	Fatal	Serious Injury	Fatalities	Serious injuries	Minor Injuries
2017	119	302	126	388	3414
2016	120	343	130	415	3667
2015	111	289	120	369	3369
2014	99	287	111	371	2854
2013	84	114	99	402	2927

	Number of CMV Drivers Involved in Crashes		Number of CMV Drivers Involved with No Contributing Circumstances to the Crash	
	Fatal	Serious Injury	Fatal*	Serious Injury*
2017	131	321	86 (66.7%)	184 (59.2%)
2016	129	372	79 (63.7%)	193 (53.0%)
2015	130	325	82 (65.1%)	184 (58.0%)
2014	115	314	72 (64.3%)	163 (53.6%)
2013	91	338	51 (57.3%)	176 (53.5%)

TOP CONTRIBUTING CIRCUMSTANCES RELATED TO THE NON-CMV DRIVER FOR 2015-2017 (Other than NONE)

	Crashes		
	Fatal	Serious Injury	Total
Distracted/Inattentive	35	98	133
Improper Lane Use/Change	36	97	133
Failed to Yield	40	86	126
Too Fast for Conditions	27	84	111
Substance-Impaired	35	46	81

TOP CONTRIBUTING CIRCUMSTANCES RELATED TO THE CMV DRIVER FOR 2015-2017 (Other than NONE)

	Crashes		
	Fatal	Serious Injury	Total
Improper Lane Use/Change	22	85	107
Too Fast for Conditions	16	79	95
Distracted/Inattentive	25	68	93
Failed to Yield	22	69	91

CMV Driver Fatalities:

2013 – 19 (7 - 41% unbuckled)

2014 – 17 (10 - 77% unbuckled)

2015 – 23 (16 - 76% unbuckled)

2016 – 21 (13 - 72% unbuckled)

2017 – 17 (11 - 73% unbuckled)

Narrative Overview for FY 2019**Instructions:**

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

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

Historically, Missouri's Strategic Highway Safety Plans have set overall fatality reduction goals. In the 2012 plan, an overall fatality reduction goal of 700 or fewer fatalities was established for 2016. The 2012 fatality reduction goal of 850 was used as the baseline number. The interim years, 2013-2015, were calculated using a trend line starting from the 850 baseline (shown below).

- 850 by 2012
- 813 by 2013
- 775 by 2014
- 738 by 2015
- 700 by 2016

When the goal of 700 was not achieved in 2016, Missouri maintained that same target for 2020 in their Strategic Highway Safety Plan.

The commercial motor vehicle fatality reduction goals listed in the "All CMV Crashes" table were calculated based on deriving a rate of the CMV fatalities to the overall statewide fatalities and then applying that rate to the overall goals listed above.

For 2018, the State of Missouri set an overall fatality reduction rate of 7% per year. Since CMV fatalities are included in the overall fatality numbers for the state, the CMV fatality reduction rate was also 7% in order to achieve the overall statewide goal.

In order to reach the goal of 700 or fewer deaths by 2020, the State of Missouri recently increased the overall fatality reduction rate to 9% per year. Since CMV fatalities are included in the overall fatality numbers for the state, the CMV fatality reduction rate is also 9% in order to achieve the overall statewide goal.

The State of Missouri does not set a Motorcoach/Passenger Carrier or Hazardous Material fatality reduction goal.

Enter the data source and capture date:

The data is provided by the Missouri Department of Transportation – Traffic Management System (TMS) database, of which all statistical information is generated from crash reports submitted to the Missouri State Highway Patrol – Statewide Accident Reporting System (STARS).

Projected Goal for FY 2019**Enter Crash Reduction Goal:**

In 2017, there were 126 CMV fatalities out of the statewide total of 932 fatalities. The goal during FY 2019 is to decrease CMV involved fatalities by 9%, which is a goal of 115 fatalities.

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

All activities in the following sections are planned to address the fatality reduction goal. Missouri anticipates it will conduct 81,673 inspections, of which a minimum of 28,712 or 35.15% will be Level 3 inspections. Missouri anticipates it will conduct 450 carrier investigations and 750 new entrant safety audits. Traffic enforcement will be conducted and Missouri anticipates making 1,100 CMV stops and 500 non-CMV stops. When analyzing CMV fatalities from 2013 to 2017, 63% of the other vehicle drivers, pedestrians or bicyclists involved were responsible for those crashes. Therefore, traffic enforcement efforts will be made during FY 2019 to address traffic violations of non-CMV drivers operating around CMVs. A statewide media campaign, targeting drivers of passenger vehicles, will be conducted to provide education about how to safely drive with CMVs.

Activities will be focused in the top crash counties and cities listed in the tables below. Additional crash data was captured for each top county to guide activities by the subrecipients. That data is too detailed to be included in this plan. The additional data included fatal and injury crashes, top contributing circumstances by CMV driver and non-CMV driver, percentage of unbelted CMV drivers, CMV vehicle body types involved in crashes and day, month and time that most CMV crashes occurred. Also, heat maps showing crash locations were created for each top county.

**Top 20 Counties
by Fatal and Injury Crashes
2013 - 2017**

	County	2013		2014		2015		2016		2017		5-Year Total	
		Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities
1	ST. LOUIS	329	9	338	7	353	6	417	8	381	5	1848	35
2	JACKSON	333	6	326	12	344	12	393	8	322	13	1756	51
3	ST. LOUIS CITY	257	3	280	3	295	4	300	6	251	7	1399	23
4	GREENE	80	4	88	2	106	3	143	5	122	7	553	21
5	ST. CHARLES	63	0	63	3	93	4	99	3	107	4	435	14
6	CLAY	71	3	68	2	69	3	101	2	77	3	396	13
7	JEFFERSON	37	3	38	2	61	3	71	3	61	3	279	14
8	BOONE	45	2	51	4	43	4	57	7	41	4	254	21
9	JASPER	36	2	31	0	48	4	52	6	50	2	229	14
10	BUCHANAN	39	5	37	3	41	1	42	1	44	0	213	10
11	FRANKLIN	34	3	35	5	41	4	52	5	31	1	210	18
12	CASS	35	6	29	2	30	2	41	1	27	0	173	11
13	PLATTE	26	6	35	1	37	0	29	3	31	8	168	18
14	PHELPS	32	2	10	2	40	5	42	5	30	4	168	18
15	LAWRENCE	22	3	26	1	24	2	27	2	30	7	137	15
16	CAPE GIRARDEAU	21	1	28	0	15	2	33	2	34	2	136	7
17	LACLEDE	22	1	15	1	21	2	30	3	24	0	119	7
18	NEWTON	19	2	27	1	14	0	23	1	26	6	113	10
19	PEMISCOT	14	0	20	2	29	3	22	0	14	1	104	6
20	PULASKI	24	1	18	1	18	0	16	0	24	1	102	3
	TOTAL	1,539	62	1,563	54	1,722	64	1,990	71	1,727	78	8,541	329

Top 30 Cities

**CMV Involved
Crashes
2013 - 2017
by Fatal, Disabling and
Minor Injury Crashes**

	City	Crashes
1	KANSAS CITY	1465
2	ST. LOUIS	1364
3	SPRINGFIELD	333
4	INDEPENDENCE	206
5	ST. JOSEPH	155
6	COLUMBIA	133
7	BRIDGETON	125
8	HAZELWOOD	106
9	TOWN AND COUNTRY	104
10	CHESTERFIELD	96
11	FLORISSANT	84
12	JOPLIN	82
13	O'FALLON	82
14	ST. PETERS	76
15	MARYLAND HEIGHTS	73
16	LEES SUMMIT	69
17	ST. CHARLES	67
18	ROLLA	67
19	SUNSET HILLS	61
20	WENTZVILLE	61
21	CAPE GIRARDEAU	61
22	JEFFERSON CITY	56
23	SEDALIA	54
24	BLUE SPRINGS	54
25	BELTON	53
26	BERKELEY	49
27	CREVE COEUR	47
28	LIBERTY	43
29	KIRKWOOD	43
30	FENTON	40

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

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

Missouri will monitor the number of CMV involved fatalities and include those figures in the quarterly and annual reports.

3 - Roadside Inspections

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

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

Trend Analysis for 2013 - 2017

Inspection Types	2013	2014	2015	2016	2017
Level 1: Full			26222	28941	29209
Level 2: Walk-Around			26729	29116	31955
Level 3: Driver-Only			29731	33823	33795
Level 4: Special Inspections			433	450	310
Level 5: Vehicle-Only			1742	1501	1617
Level 6: Radioactive Materials			3	4	3
Total	0	0	84860	93835	96889

Narrative Overview for FY 2019

Overview:

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

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

Inspection data for 2013 and 2014 is not available. The Missouri State Highway Patrol's retention policy for inspection data is the current year plus three years.

The Missouri State Highway Patrol conducts roadside CMV inspections on roadways throughout the State of Missouri. They also man, operate and conduct inspections at 21 fixed facilities throughout the State. Additionally, they will conduct truck checks in regions with the high crash counties and locations identified. The truck checks will be three days in length with 10-20 officers working eight hours per day for a total of 240 hours. The Kansas City Police Department, St. Louis Metropolitan Police Department and St. Louis County Police Department conduct roadside CMV inspections in their respective cities and counties. These inspections will be conducted by both MCSAP funded and non-MCSAP funded officers. The MCSAP officers and other CMV-trained officers will conduct inspections during their normal work shifts as well as during overtime enforcement projects.

The Missouri Department of Transportation - Motor Carrier Services Division will conduct driver/vehicle inspections at both motor carrier terminals and destinations. They will conduct inspections in conjunction with compliance investigations in accordance with FMCSA E-FOTM recommendations. Other vehicle inspections will also be conducted through unannounced random checks and passenger vehicle destination checks.

Missouri will monitor the number of CMV roadside inspections and include those figures in the quarterly and annual reports.

During the Missouri 2018 legislative session, the General Assembly passed Senate Bill 881, which was signed into law by the Governor on June 1, 2018. It will go into effect on August 28, 2018. The Truly Agreed and Finally Passed SB 881 modifies Section 304.232, RSMo, to ensure the safe conducting of commercial motor vehicle roadside inspections. The provision states that "no safety inspection shall be performed on the shoulder of any highway with a posted speed limit in excess of forty miles per hour, except that safety inspections may be permitted on the shoulder

at any entrance or exit of such highway where there is adequate space on the shoulder to safely perform such inspection.”

At this time, Missouri is uncertain of the impacts this law will have on roadside inspections. The state will most likely experience increased times to conduct roadside inspections since officers will need to direct CMV drivers to the nearest entrance or exit. Missouri may also see a decrease in the numbers of inspections conducted due to the law prohibiting certain areas where they can occur. Missouri will still implement a roadside inspection program by conducting as many roadside inspections as possible within the boundaries of the new law.

Projected Goals were updated for St. Louis County Police Department.

Projected Goals for FY 2019

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Year 2019. For FY 2019, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

Lead Agency is: MISSOURI DEPARTMENT OF TRANSPORTATION - HIGHWAY SAFETY AND TRAFFIC DIVISION

Enter the total number of certified personnel in the Lead agency: 0

Projected Goals for FY 2019 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Lead Agency	0	0	0	0	

MCSAP subrecipient agency

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

KANSAS CITY POLICE

Subrecipient is: DEPARTMENT

Enter the total number of certified personnel in this funded agency: 15

Projected Goals for FY 2019 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2420	80	50	2550	26.70%
Level 2: Walk-Around	3380	120		3500	36.65%
Level 3: Driver-Only	3500			3500	36.65%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Funded Agencies	9300	200	50	9550	

ST. LOUIS METROPOLITAN

Subrecipient is: POLICE DEPARTMENT

Enter the total number of certified personnel in this funded agency: 10

Projected Goals for FY 2019 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1350	100	50	1500	25.00%
Level 2: Walk-Around	2335	100	25	2460	41.00%
Level 3: Driver-Only	1930	25	25	1980	33.00%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			60	60	1.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Funded Agencies	5615	225	160	6000	

ST. LOUIS COUNTY POLICE

Subrecipient is: DEPARTMENT

Enter the total number of certified personnel in this funded agency: 5

Projected Goals for FY 2019 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	280	20		300	10.00%
Level 2: Walk-Around	2000	100		2100	70.00%
Level 3: Driver-Only	600			600	20.00%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Funded Agencies	2880	120	0	3000	

MISSOURI DEPARTMENT OF
TRANSPORTATION - MOTOR
Subrecipient is: CARRIER SERVICES DIVISION

Enter the total number of certified personnel in this funded agency: 32

Projected Goals for FY 2019 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	0.00%
Level 2: Walk-Around				0	0.00%
Level 3: Driver-Only				0	0.00%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	512	256	256	1024	100.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Funded Agencies	512	256	256	1024	

MISSOURI STATE HIGHWAY

Subrecipient is: PATROL

Enter the total number of certified personnel in this funded agency: 180

Projected Goals for FY 2019 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	18000	2200	150	20350	33.75%
Level 2: Walk-Around	15000	2500	25	17525	29.07%
Level 3: Driver-Only	22000		10	22010	36.51%
Level 4: Special Inspections	300			300	0.50%
Level 5: Vehicle-Only			100	100	0.17%
Level 6: Radioactive Materials		4		4	0.01%
Sub-Total Funded Agencies	55300	4704	285	60289	

Non-Funded Agencies

Total number of agencies:	3
Enter the total number of non-funded certified officers:	4
Enter the total number of inspections projected for FY 2019:	350

Summary

Projected Goals for FY 2019 - Roadside Inspections Summary

Projected Goals for FY 2019 Summary for All Agencies					
MCSAP Lead Agency: MISSOURI DEPARTMENT OF TRANSPORTATION - HIGHWAY SAFETY AND TRAFFIC DIVISION					
# certified personnel: 0					
Subrecipient Agencies: KANSAS CITY POLICE DEPARTMENT, MISSOURI DEPARTMENT OF TRANSPORTATION - MOTOR CARRIER SERVICES DIVISION, MISSOURI STATE HIGHWAY PATROL, ST. LOUIS COUNTY POLICE DEPARTMENT, ST. LOUIS METROPOLITAN POLICE DEPARTMENT					
# certified personnel: 242					
Number of Non-Funded Agencies: 3					
# certified personnel: 4					
# projected inspections: 350					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	22050	2400	250	24700	30.93%
Level 2: Walk-Around	22715	2820	50	25585	32.04%
Level 3: Driver-Only	28030	25	35	28090	35.17%
Level 4: Special Inspections	300			300	0.38%
Level 5: Vehicle-Only	512	256	416	1184	1.48%
Level 6: Radioactive Materials		4		4	0.01%
Total ALL Agencies	73607	5505	751	79863	

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

4 - Investigations

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.



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

Trend Analysis for 2013 - 2017

Investigative Types - Interstate	2013	2014	2015	2016	2017
Compliance Investigations	218				
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site		10	2	0	0
CSA On-Site Focused/Focused CR		255	354	246	196
CSA On-Site Comprehensive		28	53	28	61
Total Investigations	218	293	409	274	257
Total Security Contact Reviews					
Total Terminal Investigations					

Investigative Types - Intrastate	2013	2014	2015	2016	2017
Compliance Investigations	219				
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site		15	18	1	0
CSA On-Site Focused/Focused CR		61	82	177	109
CSA On-Site Comprehensive		31	15	9	82
Total Investigations	219	107	115	187	191
Total Security Contact Reviews	1				
Total Terminal Investigations					

Narrative Overview for FY 2019

Instructions:

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

Projected Goals for FY 2019

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2019.

Projected Goals for FY 2019 - Investigations		
Investigative Type	Interstate Goals	Intrastate Goals
Compliance Investigations	0	0
Cargo Tank Facility Reviews	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0
CSA Off-Site	40	0
CSA On-Site Focused/Focused CR	125	60
CSA On-Site Comprehensive	40	85
Total Investigations	205	145
Total Security Contact Reviews	1	1
Total Terminal Investigations	0	0

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

The Missouri Department of Transportation - Motor Carrier Services Division has had a comprehensive intrastate compliance review program since 1985. The intrastate program includes oversight of both for-hire and private motor carriers. However, Missouri only requires for-hire intrastate motor carriers to possess a USDOT number. Private intrastate carriers are not required to have a USDOT number making it difficult to upload into the federal system. Missouri would need a legislative change to require private intrastate carriers to obtain a USDOT number, which is unlikely to be supported by the State Legislature. Missouri will inform private intrastate carriers on the benefits of obtaining a USDOT number during outreach sessions and safety investigations. FMCSA has provided a waiver for Missouri to continue to conduct compliance reviews on private carriers without USDOT numbers while investigating avenues on how to get the private motor carrier data into the federal system. Missouri will partner with FMCSA to find amicable solutions.

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

The Missouri Department of Transportation - Motor Carrier Services Division follows CSA program rules to conduct investigations on carriers involved in crashes or with poor inspection ratings. In regard to intrastate investigations, Missouri has a system similar to the CSA process and targets carriers with poor roadside inspection and crash histories. The agency also reviews crash data in search of any patterns specific to locations within the state, roadway corridors, or problem carriers. The Motor Carrier Services Division has a committed focus on passenger carriers. Fully trained investigators participate in passenger carrier investigations during FMCSA passenger strike force operations. Passenger carrier performance/histories are monitored and reviewed and any unsafe carrier is investigated. Currently, the division has 32 positions responsible for conducting carrier investigations, though none of these FTEs conduct them on a full-time basis.

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

Supervisors review motor carrier investigator activities and reports for quality, completeness and accuracy throughout the month. Errors are tracked and addressed with the investigator to ensure corrections are made and understood for the future. Monthly reports are created to monitor the progress toward the program goals. Weekly reports are created to prevent overdue carriers from appearing in the inventory. Also, quarterly reports are submitted to the FMCSA.

Projected Goals were updated for Investigations.

5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).

Trend Analysis for 2013 - 2017

Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2017	12/31/2017	1095	3094
01/01/2016	12/31/2016	1077	3037
01/01/2015	12/31/2015	1439	
01/01/2014	12/31/2014	1157	
01/01/2013	12/31/2013	1147	

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

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

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

Missouri tracks the number of CMV stops with an inspection but prior to 2016 did not capture the number of citations and warnings issued during those stops. Furthermore, Missouri conducts non-CMV traffic enforcement stops but those figures are not tracked. MSHP works a large amount of overtime NHTSA projects and reports those statistics specifically to MoDOT Highway Safety and Traffic Division.

Narrative Overview for FY 2019

Instructions:

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

Traffic enforcement activities have proven to be effective countermeasures in deterring unsafe driving behavior among commercial motor vehicle operators as well as passenger vehicle operators. Concentrated high visibility enforcement contributes significantly in preventing crashes and removing unsafe drivers and vehicles from the roadway. The Missouri State Highway Patrol, Kansas City Police Department, St. Louis Metropolitan Police Department and St. Louis County Police Department will conduct comprehensive and highly visible traffic enforcement in high crash counties and adjacent corridors, with a focus on commercial motor vehicle and non-commercial motor vehicle traffic violations. Non-commercial violations focus will be on violations occurring around commercial motor vehicles. Commercial motor vehicle inspections will be conducted during stops when a North American Standard inspector is present.

Missouri is specifically precluded from setting what could be construed as a quota. Please see below listed statutory language. TRAFFIC CITATION QUOTAS - 304.125 & 575.320 This act prohibits a political subdivision or law enforcement agency from having a policy requiring or encouraging an employee to issue a certain number of traffic citations on a quota basis. Under current law, a public servant commits the Class A misdemeanor of misconduct in administration of justice if he or she orders a St. Louis County employee to issue a certain number of traffic citations except when the employee is assigned exclusively to traffic control and has no other responsibilities or duties. This act expands the provision to make it apply to employees of any political subdivision, not just St. Louis County. In addition, the act removes the exception for employees assigned exclusively to traffic control and specifies that a public servant also commits the misdemeanor by ordering an employee to increase the number of tickets the employee is issuing.

The Missouri State Highway Patrol will focus on the identified top crash counties. A minimum of 40 enforcement/inspection operations (SAFETE Operations) will occur, with 2 to 4 Commercial Vehicle Enforcement Troopers (CVETs), Patrol Officers and/or Commercial Vehicle Officers (CVOs) present. The operations will be at least 2 hours in length but can last up to 8 hours.

Missouri estimates it will maintain the number of traffic enforcement activities based on historical activities funded with MCSAP grants. MCSAP funded officers in Missouri are expected to conduct inspections on CMVs stopped at roadside. Therefore, there are no CMV traffic stops without an inspection.

Projected Goals for FY 2019

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2019. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

			Enter Projected Goals (Number of Stops only)
Yes	No	Traffic Enforcement Activities	FY 2019
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	1100
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	500
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the [FAST Act](#) requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

FY 2019 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2019 Activities	Average 2004/05 Activities
80213	350	750	81313	78553

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

Missouri will monitor traffic enforcement efforts and report results quarterly and annually to FMCSA.

6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in [49 CFR 350.201 \(aa\)](#). States must achieve full participation by October 1, 2020. FMCSA defines “fully participating” in PRISM, for the purpose of determining eligibility for MCSAP funding, as when a State’s or Territory’s International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(aa\) \(cc\)](#)). For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of full participation in PRISM, O&M costs are eligible expenses. O&M expenses must be included and described in the Spending Plan section per the method these costs are handled in the State’s accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

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

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

Available data sources:

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

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency: Missouri Department of Transportation - Motor Carrier Services Division

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency: Missouri Department of Transportation - Motor Carrier Services Division

Narrative Overview for FY 2019

Problem Statement Narrative and Projected Goal:

If the State’s PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

Missouri included ITD O&M costs in the spending plan. Those costs include system maintenance and license fees for OSOW permitting. The State also included PRISM O&M costs in the spending plan, which include IRP membership dues. Please see the spending plan for additional details.

Program Activities: Describe any actions that will be taken to implement full participation in PRISM.

NA

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.

NA

7 - Public Education and Outreach

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses.

Trend Analysis for 2013 - 2017

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

Public Education and Outreach Activities	2013	2014	2015	2016	2017
Carrier Safety Talks	58	88	96	56	74
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings	10	10	10	10	10
State-Sponsored Outreach Events					1
Local Educational Safety Events	15	6	10	10	
Teen Safety Events					5

Narrative Overview for FY 2019

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.*

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 personnel that will be participating in this effort.

The Missouri Department of Transportation will do a statewide media campaign aimed at educating the non-CMV drivers on how to safely travel around CMVs. The Commercial Motor Vehicle Awareness campaign will be held in **August** since Missouri experiences the highest number of fatalities involving CMVs in the months of September and October. The safety campaign provides education aimed at decreasing the number of CMV-involved fatalities and serious injuries from crashes on roadways. The Missouri Department of Transportation utilizes a media company with an existing state contract.

Brochures will be distributed to the motor carrier industry to include CMV rules and regulations, size and weight limitations, permit and fees for hire carriers, general regulations and safety laws.

The state will participate in activities sponsored by the Missouri Trucking Association (MoTA), including their monthly Council of Safety Supervisors meetings.

The Missouri State Highway Patrol, Kansas City Police Department, St. Louis Metropolitan Police Department, St. Louis County Police Department and Missouri Department of Transportation will provide educational outreach upon request. They will also provide information on CMV rules and regulations on their websites.

Projected Goals for FY 2019

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

			Performance Goals
Yes	No	Activity Type	FY 2019
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	60
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	10
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	10
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	10
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	5

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

Public education and outreach will be monitored and reported quarterly to FMCSA.

8 - State Safety Data Quality (SSDQ)

The FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	No

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2019.

SSDQ Category	Current SSDQ Rating	Goal for FY 2019
Crash Record Completeness	Good	Good
Fatal Crash Completeness	Good	Good
Crash Timeliness	Good	Good
Crash Accuracy	Good	Good
Crash Consistency	No Flag	No Flag
Inspection Record Completeness	Good	Good
Inspection VIN Accuracy	Good	Good
Inspection Timeliness	Good	Good
Inspection Accuracy	Good	Good

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

July 16, 2018

Narrative Overview for FY 2019

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.

NA

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

NA

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.

NA

9 - New Entrant Safety Audits

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP ([49 CFR 350.201](#).) The Act allows a State to conduct intrastate New Entrant safety audits at the State's discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

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

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input checked="" type="radio"/>	<input type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2013 - 2017

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

New Entrant Safety Audits	2013	2014	2015	2016	2017
Interstate	667	1004	1000	864	674
Intrastate					60
Total Audits	667	1004	1000	864	734

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

Narrative Overview for FY 2019

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency: Missouri Department of Transportation - Motor Carrier Services Division

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

Program Objective: Statutory time limits for processing and completing interstate safety audits are:

- If 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.
- If 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.

Projected Goals for FY 2019

For the purpose of completing the table below:

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

Projected Goals for FY 2019 - New Entrant Safety Audits		
	FY 2019	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	120	50
# of Safety Audits (Offsite)	580	0
# Group Audits	0	0
TOTAL Safety Audits	700	50
# of Non-Audit Resolutions	0	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

The Missouri Department of Transportation - Motor Carrier Services Division (MCS) goal is to assist FMCSA in their mission of reducing the number of crashes and fatalities involving commercial motor vehicles and commercial buses. MCS's objective is to perform New Entrant safety audits on each new entrant interstate carrier within 12 months of entering the program to ensure new entrant carriers are educated and compliant. MCS has designated 32 part-time investigators to the delivery of the New Entrant program. Investigators are dual trained which greatly increases the productivity and efficiency of the program by preparing investigators to complete any action needed (Chameleon, Covered Farm Vehicle, Inactivation, CSA Mandatory) for the new entrant carrier.

Many of the intrastate carriers have not been contacted or educated on economic and/or safety regulations. Upon contact, many intrastate carriers are operating in non-compliance and an unsafe manner. MCS believes there is a strong correlation between the number of carriers operating without upfront education and the number of carrier crashes within the state. Therefore, intrastate carriers need to be educated the same as interstate carriers. The goal is to provide education on regulatory compliance early in the stage of a carrier's operation to help create safer roadways and reduce crashes.

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

The Missouri Department of Transportation - Motor Carrier Services Division proposes to complete 750 New Entrant safety audits within 3 to 12 months of the carrier's entry date meeting New Entrant program and the Fast Act expectations. The completion of the safety audit is to ensure that New Entrant carriers are educated and are in compliance with all CMV safety and hazardous material regulations to ultimately reduce crashes and fatalities.

The MCS, upon the application for Missouri intrastate authority (MO1 Application), will contact the carrier and conduct a safety audit. The intrastate safety audit program will supplement the Federal interstate program and will allow carriers only operating in Missouri to receive the same educational instruction from MCS trained investigators as interstate carriers. The investigators will explain the regulations and verify compliance with Drug and Alcohol regulations. If the carrier fails the intrastate safety audit they can be placed on the State's Top Priority Program (STP) list. Once placed on the STP list further monitoring will occur. It is anticipated that the additional contact with intrastate carriers will allow for companies to understand and follow CMV regulations in a more effective manner. The plan is to mirror the Federal Safety Audit process by utilizing the Field Operations Training Manual Safety Audit manual.

An average safety audit includes pre-investigative work, establishing contact with the carrier to set dates and times, travel to and from the carrier's principle place of business, educating the carrier and finalizing the SA report, supervisory review and uploading the report to MCMIS. In addition, there is also the time incurred for the carriers that fall outside of the average routine audit. That additional time includes an investigator researching and determining a chameleon carrier, determining a carrier meets the definition of a farmer and obtaining a signed Covered Farm Vehicle (CFV) statement, a carrier deciding they do not want or need to have interstate authority and time is spent inactivating the carrier or obtaining a letter to switch the carrier to intrastate.

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

The Missouri Department of Transportation – Motor Carrier Services Division will continue to track NE Interstate and Intrastate audits to ensure that the commitment to interstate carriers continues at or above its current level while also conducting intrastate audits. Missouri will track the number of intrastate carrier audits conducted and report results to FMCSA.

The MCS's Transportation Enforcement Investigations Supervisors will review safety audit reports upon completion for quality and accuracy as they are completed throughout the month. The Administrator of Motor Carrier Investigations will provide safety audit staff a monthly progress report informing audit staff's advancement toward meeting the yearly goal. Supervisors will track and address errors with investigators to ensure corrections are made and understood for the future. Supervisors will monitor FMCSA new entrant reports weekly to prevent overdue carriers appearing in the new entrant inventory. Also, quarterly progress reports will be submitted to the Missouri MCSAP coordinator for submission to FMCSA.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary.

1 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2019

Enter your State's OOS Catch Rate percentage if below 85 percent: 60%

Project Goals for FY 2019: Enter a description of the State's performance goals.

The State of Missouri will work toward the FMCSA mandated catch rate of 85% of Out of Service carriers.

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

The Missouri State Highway Patrol, Kansas City Police Department, St. Louis Metropolitan Police Department and St. Louis County Police Department will check the carrier's operating status when conducting every roadside inspection. These enforcement agencies will run the USDOT number of inspected CMVs through Query Central and CVIEW to check their operating status. The inspectors will also make a committed effort to confirm a current business address of the out of service carrier.

FMCSA provides OOS reports to Missouri State Highway Patrol, Kansas City Police Department, St. Louis Metropolitan Police Department and St. Louis County Police Department monthly. When these reports are received, the agencies will counsel officers and provide training on ways to improve the detection of OOS 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.

OOS reports will be received and reviewed monthly by the agencies. Progress will be reported quarterly to FMCSA.

2 - Passenger Carrier Enforcement**Instructions:**

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

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

3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2018 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2018 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2018 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

Drug Interdiction

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

The objective of the Drug Interdiction effort is to provide heightened enforcement on the roadways commonly used to transport and distribute illegal drugs. The Missouri State Highway Patrol will use shared intelligence to arrest and convict those who transport and distribute illegal drugs on Missouri roadways. During 2018 the Missouri State Highway Patrol Field Operations Bureau and Commercial Vehicle Enforcement Division will coordinate drug interdiction enforcement and education activities. The Missouri State Highway Patrol plans to conduct 10 CMV drug interdiction operations. Each operation will be three days in length, with a minimum of 4 officers, each working 8 hours per day. The effort provides a total of 96 manpower hours per operation. These operations will be planned in strategic locations designed to increase the likelihood that commercial motor vehicles stopped are involved in drug/contraband smuggling. The Field Operations Bureau will participate in four drug/criminal interdiction-training activities. During interdiction operations all criminal activities are being enforced, including Human Trafficking.

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

The number of drug interdiction saturations and selective troop enforcement projects and their outcomes will be reported on a quarterly and annual basis. There is no activity to report for FY 2018. Activities and spending of the 2018 MCSAP funds started on July 1, 2018.

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

Activity #2

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

CMV Seatbelt Enforcement

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

Increase the CMV seatbelt usage rate and decrease the number of unbelted CMV involved fatalities. Missouri will provide additional outreach to these high risk groups. The Missouri State Highway Patrol, Kansas City Police Department, St. Louis Metropolitan Police Department and St. Louis County Police Department will issue citations to unbuckled drivers and passengers of commercial motor vehicles. The Missouri Department of Transportation - Motor Carrier Services Division will send letters to carriers who have drivers who were issued a citation for non-use of a safety belt. The letter reminds carriers to encourage their drivers to buckle up and provides an indicator to the carrier of CSA and other consequences of not wearing a seat belt.

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

The number of seatbelt citations issued by law enforcement agencies to CMV drivers as well as the number of letters the Missouri Department of Transportation sends to carriers who have drivers that were issued a citation for non-use

of a safety belt will be reported quarterly and annually. There is no activity to report for FY 2018. Activities and spending of the 2018 MCSAP funds started on July 1, 2018.

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

Activity #3

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

Law Enforcement Liaison Program (LEL)

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

Increase awareness, education and enforcement of CMV-related regulations and laws. The LELs will increase local law enforcement knowledge of CMV enforcement procedures, educate local law enforcement of National and State enforcement campaigns and work with media outlets to promote CMV education and awareness.

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

This activity will no longer be conducted with the 2018 MCSAP funds. Due to recent state legislation, direction from MoDOT executive management was to not create any new CMV enforcement programs.

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

4 - State Specific Objectives – Future

Instructions:

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

Describe any State-specific objective(s) identified for FY 2019. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Drug Interdiction

Narrative Overview for FY 2019

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

Missouri is centrally located in the United States and includes some heavily traveled roadways with a history of drug smuggling. Interstates 70, 44, 55, and 35 are major corridors for illegal contraband being transported by commercial motor vehicles. Drug interdiction efforts in conjunction with commercial motor vehicle roadside enforcement is necessary to reduce this risk.

Projected Goals for FY 2019:

Enter performance goal.

The objective of the Drug Interdiction effort is to provide heightened enforcement on the roadways commonly used to transport and distribute illegal drugs. The Missouri State Highway Patrol will use shared intelligence to arrest and convict those who transport and distribute illegal drugs on Missouri roadways.

Program Activities: Describe the activities that will be implemented including level of effort.

During 2019 the Missouri State Highway Patrol Field Operations Bureau and Commercial Vehicle Enforcement Division will coordinate drug interdiction enforcement and education activities. The Missouri State Highway Patrol will conduct 10 CMV drug interdiction operations. Each operation must be 8 hours in length for 3 consecutive days. A minimum of 4 officers shall work each day of the project. The effort provides a total of 96 staffing hours per operation. These operations will be planned in strategic locations designed to increase the likelihood that commercial motor vehicles stopped are involved in the transportation of drugs or other contraband. The Field Operations Bureau will also participate in four drug/criminal interdiction-training activities. During interdiction operations, all criminal activities are being enforced, to include additional efforts to eradicate Human Trafficking.

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

The number of drug interdiction saturations and selective troop enforcement projects and their outcomes will be reported on a quarterly and annual basis.

State Objective #2

Enter the title of your State-Identified Objective.

CMV Seatbelt Enforcement

Narrative Overview for FY 2019

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

Missouri's last CMV seatbelt usage survey occurred in 2016, with a safety belt usage rate for commercial motor vehicle drivers of 82.8%. Missouri has seen a steady increase in CMV safety belt usage since 2004, when the survey results showed a usage rate of 59%. Though the usage rate has been increasing with each survey, we continue to see unbuckled fatalities in CMV crashes. Of the 367 fatalities occurring between 2014 and 2016, where at least one of the vehicles involved in the crash was a commercial motor vehicle, 61 fatalities were the CMV drivers. Of those CMV drivers, 39 drivers were not wearing their seatbelt at the time of the crash. Missouri's seatbelt survey identified flat bed drivers and dump truck drivers as high risk groups. Missouri's flat bed drivers have a 58.8% seatbelt use and dump truck drivers have a 61.3% seatbelt use rate.

Projected Goals for FY 2019:

Enter performance goal.

Increase the CMV seatbelt usage rate by 2% and decrease the number of unbelted CMV involved fatalities by 9%. Missouri will provide additional outreach to these high risk groups.

Program Activities: Describe the activities that will be implemented including level of effort.

The Missouri State Highway Patrol, Kansas City Police Department, St. Louis Metropolitan Police Department and St. Louis County Police Department will issue citations to unbuckled drivers and passengers of commercial motor vehicles. The Missouri Department of Transportation - Motor Carrier Services Division will send letters to carriers who have drivers who were issued a citation for non-use of a safety belt. The letter reminds carriers to encourage their drivers to buckle up and provides an indicator to the carrier of CSA and other consequences of not wearing a seat belt.

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

The number of seatbelt citations issued by law enforcement agencies to CMV drivers as well as the number of letters the Missouri Department of Transportation - Motor Carrier Services Division sends to carriers who have drivers that were issued a citation for non-use of a safety belt will be reported quarterly and annually.

Part 4 - Financial Information

1 - Overview

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

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

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

What's New for FY 2019

The Spending Plan budget activity tables have been restructured to permit Maintenance of Effort (MOE) expenditures to be added on each line item of the budget activity tables. In the FY 2018 eCVSP, States indicated MOE costs as a single cost in each budget activity area. Please review the FY 2019 changes and instructions below prior to completing your Spending Plan.

- A new column (% of Time on MCSAP Grant) has been added in each of the budget activity tables to capture the percentage of time each item entered is dedicated to the MCSAP grant.
- A new column (MOE) has been added in each of the budget activity tables to capture MOE amounts. This allows users the ability to add MOE expenditures by each line item. MOE expenditures must not be included in the calculation of Total Project Costs, Federal share, or State share.

Instructions

The Spending Plan should include costs for FY 2019 only. This applies to States completing a single-year CVSP, multi-year CVSP, or an Annual Update to their multi-year CVSP.

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

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share is 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP

Comprehensive Policy (MCP) in section 3.6.

Expansion of On Screen Messages

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

- **Calculation of Federal and State Shares**

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

The system calculates an 85 percent Federal share and 15 percent State share automatically and populates these values in each line. Federal share is the product of Total Project Costs x .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system and should be reviewed and updated by users as necessary.

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

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

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

- **MOE Expenditures**

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

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

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

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

- **Financial Summary**

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

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$6,897,612.00	\$1,216,271.00	\$8,113,883.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,216,271.00
MOE Baseline:	\$37,304.52

2 - Personnel

Personnel costs are salaries for employees working directly on a project.

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

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$1,216,271.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCS Investigations Administrator	1	80.0000	\$65,308.90	\$52,247.12	\$44,410.05	\$7,837.07	\$0.00
Transportation Enforcement Investigator Supervisor	4	83.0000	\$45,500.72	\$151,062.39	\$128,403.03	\$22,659.36	\$0.00
Senior Transportation Enforcement Investigator	16	85.0000	\$40,384.70	\$549,231.92	\$466,847.13	\$82,384.79	\$0.00
CMV Program Manager	1	100.0000	\$58,647.68	\$58,647.68	\$49,850.53	\$8,797.15	\$0.00
Transportation Enforcement Investigator	8	85.0000	\$35,587.26	\$241,993.36	\$205,694.36	\$36,299.00	\$0.00
Senior Financial Services Specialist	1	5.0000	\$55,151.80	\$2,757.59	\$2,343.95	\$413.64	\$1,434.60
MCS Director	1	2.0000	\$97,429.50	\$1,948.59	\$1,656.30	\$292.29	\$3,710.70
Program Manager	1	80.0000	\$51,178.94	\$40,943.15	\$34,801.68	\$6,141.47	\$0.00
MCS Investigations Specialist	4	85.0000	\$46,456.46	\$157,951.96	\$134,259.17	\$23,692.79	\$0.00
MCS Technician	1	85.0000	\$30,265.10	\$25,725.33	\$21,866.53	\$3,858.80	\$0.00
Senior System Mgmt Specialist	1	0.0000	\$52,656.00	\$0.00	\$0.00	\$0.00	\$7,371.84
Assistant MCS Director	1	0.0000	\$76,680.00	\$0.00	\$0.00	\$0.00	\$7,668.00
Subtotal: Salary				\$1,282,509.09	\$1,090,132.73	\$192,376.36	\$20,185.14
Overtime Project Costs							
Subtotal: Overtime				\$0.00	\$0.00	\$0.00	\$0.00
TOTAL: Personnel				\$1,282,509.09	\$1,090,132.73	\$192,376.36	\$20,185.14
Accounting Method:	Cash						

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

Title	# of Staff	% of Time	Productive Hours	Hourly Salary/Wage	Total Personal	Average Fringe	Total Fringe Benefit
MC Investigations Administrator	1	80%	1874	34.85	52,247.12	78.00%	40,752.75
MC Investigations Specialist	4	85%	1874	24.79	157,951.96	78.00%	123,202.53
Program Manager	1	80%	1874	27.31	40,943.15	78.00%	31,935.66
MC Technician	1	85%	1874	16.15	25,725.34	78.00%	20,065.76
Trans Enforcement Inv Supervisor	4	83%	1874	24.28	151,062.39	78.00%	117,828.66
Sr Trans Enforcement Investigator	16	85%	1874	21.55	549,231.92	78.00%	428,400.90
Transportation Enforcement Investigator	8	85%	1874	18.99	241,993.37	78.00%	188,754.83
Sr Financial Services Specialist	1	5%	1874	29.43	2,757.59	78.00%	2,150.92
MCS Director	1	2%	1874	51.99	1,948.59	78.00%	1,519.90
	37.00				1,223,861.43		954,611.91

Productive hours calculation is based on 2,080 total hours, less holidays 96 (12*8), less estimated annual leave 100, less sick leave 10 for total of 1,874 productive hours.

- **Commercial Motor Vehicle Program Manager:** Creates, implements and monitors Missouri's Commercial Vehicle Safety Plan (CVSP), manages Missouri's MCSAP grant program and reports progress to FMCSA.
- **MC Investigations Administrator:** Supervises the planning, analysis, and project implementation activities necessary for commercial motor vehicle safety and hazardous materials programs.
- **MC Investigations Specialist:** Researches, develops, and administers motor carrier programs and policies; interprets related statutes and regulations and serves in an advisory/training capacity to unit supervisors, employees, and motor carriers.
- **Program Manager:** Identifies and assigns state and federal activities, monitors state and federal programs, directs the statewide planning, coordination and implementation of activities and special programs for motor

carrier safety, oversees field offices and supports field investigative staff and serves as a liaison between FMCSA and field investigators.

- MC Technician: Provides advanced administrative and paraprofessional support in motor carrier services functions such as registration, regulatory activities, and compliance and audit programs, including resolving standard issues and minor non-standard issues with a high degree of independence.
- Trans Enforcement Investigative Supervisor: Supervises and/or conducts economic and safety enforcement investigations, compliance reviews, educational briefings, safety audits, and motor carrier vehicle inspections, identifies violators within a region of the state and develops prosecution cases.
- Sr Tran Enforcement Investigator: Conducts compliance reviews, educational briefings, safety audits, inspections of vehicles, and investigations of suspected safety and economic violations within an assigned region of the state, and develops prosecution cases.
- Transportation Enforcement Investigator: Conducts routine compliance reviews, educational briefings, safety audits, inspections of vehicles, and investigations of suspected safety and economic violations within a region of the state, and assists in the development of prosecution cases.
- Sr Financial Services Specialist: Performs financial accounting, reporting, and support service activities for Safety and Compliance. Prepares grant budget requests and prepares/documents monthly vouchers.
- MCS Director and Assistant MCS Director: Carrier communication and education through calls or site visits pertaining to compliance, safety and enforcement; attends conferences and meetings and responsible for the operation of enforcement section.
- Senior System Management Specialist: Runs all crash data and compiles reports for the MCSAP.

3 - Fringe Benefits

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

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

Show how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS Statewide 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 cost of fringe benefits are allowable if:

- *Costs are provided under established written policies.*
- *Costs are equitably allocated to all related activities, including Federal awards.*
- *Accounting basis (cash or accrual) selected for each type of leave is consistently followed by the non-Federal entity or specified grouping of employees.*

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

- *For 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 Part 4.2.*
- *The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.*
- *Health Insurance and Pensions can vary greatly and can be averaged; and like Workers' Compensation, can sometimes be broken into sworn and unsworn.*

In the Position column include a brief position description that is associated with the fringe benefits.

*The **Fringe Benefit Rate** is:*

- *The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.*
- *For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.*

*The **Base Amount** is:*

- *The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.*
- *For example, if the total wages for all grant-funded staff is \$150,000 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: \$150,000 x 64.8 x 50% / 100 = \$48,600 Total Project Costs.*

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
CMV Program Manager	81.0000	100.0000	\$58,647.68	\$47,504.62	\$40,378.93	\$7,125.69	\$0.00
MCS Investigations Specialist	78.0000	85.0000	\$185,825.84	\$123,202.53	\$104,722.15	\$18,480.38	\$0.00
MCS Investigations Administrator	78.0000	80.0000	\$65,308.90	\$40,752.75	\$34,639.84	\$6,112.91	\$0.00
Program Manager	78.0000	80.0000	\$51,178.94	\$31,935.65	\$27,145.30	\$4,790.35	\$0.00
MCS Technician	78.0000	85.0000	\$30,265.11	\$20,065.76	\$17,055.90	\$3,009.86	\$0.00
Transportation Enforcement Investigator Supervisor	78.0000	83.0000	\$182,002.88	\$117,828.66	\$100,154.36	\$17,674.30	\$0.00
Senior Transportation Enforcement Investigator	78.0000	85.0000	\$646,155.20	\$428,400.89	\$364,140.76	\$64,260.13	\$0.00
Transportation Enforcement Investigator	78.0000	85.0000	\$284,698.08	\$188,754.82	\$160,441.60	\$28,313.22	\$0.00
Senior Financial Services Specialist	78.0000	5.0000	\$55,151.82	\$2,150.92	\$1,828.28	\$322.64	\$1,240.21
MCS Director	78.0000	2.0000	\$97,429.26	\$1,519.89	\$1,291.91	\$227.98	\$3,207.90
Assistant MCS Director	78.0000	0.0000	\$76,680.00	\$0.00	\$0.00	\$0.00	\$6,628.99
Senior System Mgmt Specialist	81.0000	0.0000	\$52,656.00	\$0.00	\$0.00	\$0.00	\$6,372.96
TOTAL: Fringe Benefits				\$1,002,116.49	\$851,799.03	\$150,317.46	\$17,450.06

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

The base amount for each position was calculated by multiplying the annual salary by the number of staff conducting MCSAP eligible activities.

The fringe benefit rates listed above, for all positions, are based on the following fringe benefit items:

Retirement - 58.00%

Medical/Life - 21.15%

OASI/Medicare - 7.30%

Total - 86.45%

The fringe benefit rates are different for each division within MoDOT. The rates are determined by average rates for all employees within that division. Therefore, Motor Carrier Services Division staff's fringe rate is estimated at 78% and the Highway Safety and Traffic Division's fringe rate is 81%.

4 - Travel

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

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

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Internal Training to Districts	1	8	100.0000	\$1,104.00	\$938.40	\$165.60	\$0.00
Passenger Vehicle Inspection Training	3	5	100.0000	\$2,400.00	\$2,040.00	\$360.00	\$0.00
St. Louis Bus Check	1	3	100.0000	\$438.00	\$372.30	\$65.70	\$0.00
In Service Training	26	2	100.0000	\$7,038.00	\$5,982.30	\$1,055.70	\$0.00
KC Bus Check	2	3	100.0000	\$918.00	\$780.30	\$137.70	\$0.00
Branson Bus Check	8	9	100.0000	\$8,856.00	\$7,527.60	\$1,328.40	\$0.00
Skill Performance Evaluations (SPE)	1	3	100.0000	\$459.00	\$390.15	\$68.85	\$0.00
CVSA Conferences - Spring and Fall - MCS	1	10	100.0000	\$3,710.00	\$3,153.50	\$556.50	\$0.00
COMED Conference	1	6	100.0000	\$1,932.00	\$1,642.20	\$289.80	\$0.00
MO Dump Truck Association (MDTA)	2	2	100.0000	\$376.00	\$319.60	\$56.40	\$0.00
Missouri Trucking Association (MoTA) - 3 Conferences - MCS	5	6	100.0000	\$2,992.00	\$2,543.20	\$448.80	\$0.00
CBI and PBR Refresher	26	2	100.0000	\$635.00	\$539.75	\$95.25	\$0.00
NASI Part A&B, Etc. Training	3	25	100.0000	\$8,775.00	\$7,458.75	\$1,316.25	\$0.00
MCSAP Coordinator In-state Travel - HS	1	4	100.0000	\$780.00	\$663.00	\$117.00	\$0.00
MCSAP Planning Meeting - HS	1	4	100.0000	\$1,640.00	\$1,394.00	\$246.00	\$0.00
CVSA Conferences - Spring and Fall - HS	1	10	100.0000	\$3,750.00	\$3,187.50	\$562.50	\$0.00
Missouri Trucking Association (MoTA) - 3 Conferences - HS	1	7	100.0000	\$1,645.00	\$1,398.25	\$246.75	\$0.00
MCSAP Planning Meeting - MCS	1	3	100.0000	\$1,227.00	\$1,042.95	\$184.05	\$0.00
ISA Training	3	13	100.0000	\$7,410.00	\$6,298.50	\$1,111.50	\$0.00
Investigator Replacement All Training - Out of State	1	1	100.0000	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
TOTAL: Travel				\$66,085.00	\$56,172.25	\$9,912.75	\$0.00

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

Program Travel for MoDOT - Motor Carrier Services Division**Routine:**

- In-Service Training - 2 meetings for 2 days of training for each meeting for all staff (26 staff x 2 nights x \$89 per night hotel) + (26 staff x 2 days x \$34 per day meals) + (3 staff x 2 night x \$89 per night hotel; must come in evening before due to distance) + (3 staff x 2 day x \$18 for evening meals; must come in evening before due to distance) = \$7,038.00
- St. Louis Bus Check (1 staff x \$37 per day x 3 days for meals) + (1 staff x \$109 per night x 3 nights for hotel) = \$438.00
- KC Bus Check (2 staff x \$44 per day x 3 days for meals) + (2 staff x \$109 per night x 3 nights for hotel) = \$918.00
- Branson Bus Checks (8 staff x \$34 per day x 9 days for meals) + (8 staff x \$89 per night x 9 nights) = \$8,856.00
- Skill Performance Evaluations (SPE) (1 staff x \$44 per day x 3 days for meals) + (1 staff x \$109 per night x 3 nights) = \$459.00

Total Routine Travel = \$17,709.00

Conference Travel:

- Two CVSA Conferences = \$3,710.00
 - Fall – (1 staff x \$35 per day x 5 days for meals) + (1 staff x \$189 per night for hotel x 5 nights) + (1 staff x \$800 for airfare) + (1 staff x \$70 for shuttle) + (1 staff x \$40 for parking) (Excludes registration fee) = \$2,030.00
 - Spring – (1 staff x \$45 per day x 5 days for meals) + (1 staff x \$199 per night for hotel x 5 nights) + (1 staff x \$350 for airfare) + (1 staff x \$70 for shuttle) + (1 staff x \$40 for parking) (Excludes registration fee) = \$1,680.00
- COMED Conference (1 Staff x \$45 per day x 6 days for meals) + (1 staff x \$199 per night for hotel x 6 nights) + (1 staff x \$468 Airfare, baggage, shuttle, parking etc.) = \$1,932.00
- MO Dump Truck Association (MDTA) (2 staff x \$34 per day x 2 day for meals) + (1 staff x \$120 for 2 day hotel) = \$376.00
- MCSAP Conference (1 staff x \$45 x 3 days for meals) + (1 staff x \$180 x 3 nights for hotel) + (1 staff x \$450 for airfare) + (1 staff x \$70 for shuttle) + (1 staff x \$32 for airport parking) = \$1,227.00
- Missouri Trucking Association (MoTA) = \$2,992.00
 - Fall Conference (1 staff x \$34 per day x 2 days for meals) + (1 staff x \$189 per night x 2 nights for hotel) = \$446.00
 - Spring Conference (1 staff x \$34 per day x 2 days for meals) + (1 staff x \$169 per night x 2 for hotel) = \$406.00
 - Truck Driving Championship (5 staff x \$36 per day x 2 days for meals) + (5 staff x \$89 per night x 4 night for hotel) = \$2,140.00

Total Conference Travel = \$10,237.00

Training Travel:

- Internal Training to District by Specialist = \$1,104.00
 - KC: (1 staff x \$44 per day x 4 days for meals) + (1 staff x \$109 per day x 4 nights for hotel) = \$612.00
 - Southwest: (1 staff x \$34 per day x 4 days for meals) + (1 staff x \$89 per day x 4 nights for hotel) = \$492.00
- Investigator Replacement Training at HP Academy for Part A&B, GHM, CTIP and OBP (3 staff x \$89 x 25 days for hotel) + (3 staff x \$28 per day x 25 days for meals) = \$8,775.00
- Investigator Replacement PVI Training (3 staff x \$122 x 5 days for hotel) + (3 staff x \$38 x 5 days for meals) = \$2,400.00

- Investigator Replacement ISA Training (3 staff x \$145 x 13 days for hotel) + (3 staff x \$45 x 13 days for meals) = \$7,410.00
- Investigator Replacement Training if only offered out-of-state - estimated at \$10,000.00
- CBI & PBR Refresher (26 staff x \$10 per day for meals) + (3 staff x \$89 per night for hotel for 1 night) + (3 staff x \$36 for two evening meals) = \$635.00

Total Training Travel = \$30,324.00

Total MCS Program Travel = \$58,270.00

Program Travel for MoDOT - Highway Safety and Traffic Division

MCSAP Coordinator In-state Travel: 4 trips x \$45 per day for meals and 4 trips x \$150 per night for hotel = **\$780**

MCSAP Planning Meeting: (1 staff x \$45 per day x 4 days for meals) + (1 staff x \$190 per night x 4 nights for hotel) + (1 staff x \$500 for airfare) + (1 staff x \$200 for baggage, shuttle and airport parking) = **\$1,640**

CVSA Conferences = **\$3,750**

- Fall – (1 staff x \$45 per day x 5 days for meals) + (1 staff x \$190 per night x 5 nights for hotel) + (1 staff x \$500 for airfare) + (1 staff x \$200 for baggage, shuttle and airport parking) (excludes registration fee) = \$1,875
- Spring – (1 staff x \$45 per day x 5 days for meals) + (1 staff x \$190 per night x 5 nights for hotel) + (1 staff x \$500 for airfare) + (1 staff x \$200 for baggage, shuttle and airport parking) (excludes registration fee) = \$1,875

Missouri Trucking Association (MoTA) Events = **\$1,645**

- Fall Conference - (1 staff x \$45 per day x 2 days for meals) + (1 staff x \$190 per night x 2 nights for hotel) = \$470
- Spring Conference - (1 staff x \$45 per day x 2 days for meals) + (1 staff x \$190 per night x 2 nights for hotel) = \$470
- Truck Driving Championship - (1 staff x \$45 per day x 3 days for meals) + (1 staff x \$190 per night x 3 nights for hotel) = \$705

Total HS Program Travel = \$7,815.00

5 - Equipment

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

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the threshold amount. See [§200.12](#) Capital assets, [§200.20](#) Computing devices, [§200.48](#) General purpose equipment, [§200.58](#) Information technology systems, [§200.89](#) Special purpose equipment, and [§200.94](#) Supplies.

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
TOTAL: Equipment				\$0.00	\$0.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

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

6 - Supplies

Supplies means all tangible property other than that described in [§200.33](#) Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also [§200.20](#) Computing devices and [§200.33](#) Equipment.

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Laptops with Docking Stations	5 unit	\$939.00	85.0000	\$3,990.75	\$3,392.14	\$598.61	\$0.00
Inspection Supplies	1 1	\$5,000.00	100.0000	\$5,000.00	\$4,250.00	\$750.00	\$0.00
Desktop Printers	4 unit	\$90.00	85.0000	\$306.00	\$260.10	\$45.90	\$0.00
Desktop Scanners	2 unit	\$516.00	85.0000	\$877.20	\$745.62	\$131.58	\$0.00
Portable Scanners	3 unit	\$243.00	85.0000	\$619.65	\$526.70	\$92.95	\$0.00
Office Supplies	1 1	\$16,000.00	100.0000	\$16,000.00	\$13,600.00	\$2,400.00	\$0.00
Regulation/HM and OOS Criteria Books	1 1	\$3,639.00	100.0000	\$3,639.00	\$3,093.15	\$545.85	\$0.00
Uniforms	1 1	\$20,809.00	100.0000	\$20,809.00	\$17,687.65	\$3,121.35	\$0.00
Portable Printers	5 unit	\$140.80	85.0000	\$598.40	\$508.64	\$89.76	\$0.00
Wide Screen Monitors	4 unit	\$130.00	85.0000	\$442.00	\$375.70	\$66.30	\$0.00
Backpacks	4 unit	\$56.50	85.0000	\$192.10	\$163.29	\$28.81	\$0.00
PC Miller Fees	1 1	\$619.68	100.0000	\$619.68	\$526.73	\$92.95	\$0.00
TOTAL: Supplies				\$53,093.78	\$45,129.72	\$7,964.06	\$0.00

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

Supplies:

- PC Miller fees for annual license & updates = \$619.68
- 60 Regulation/HM books for \$2,449 (34 for MoDOT and 26 for local law enforcement agencies) and 34 OOS criteria books for \$1,190 = \$3,639.00
- 4 backpacks x \$56.50 x 85% (remaining 15% state funded) = \$192.10
- Uniform cleaning and replacement. Based on historical grant eligible expenses and anticipated uniform replacement = \$20,809.00
- 5 Laptops (Replacement) and 5 Docking Stations. 5 laptops x \$846 x 85% and 5 docking stations x \$93 x

85%(remaining 15% state funded) = \$3,990.75

- 5 portable cannon iP110 printers x \$140.80 x 85% (remaining 15% state funded) = \$598.40
- 4 Desktop Dell Printers x \$90.00 x 85% (remaining 15% state funded) = \$306.00
- 2 desk top scanners x \$516 x 85% (remaining 15% state funded) = \$877.20
- 3 portable Fijitou scanners x \$243 x 85% (remaining 15% state funded) = \$619.65
- 4 wide screen monitors x \$130 x 85% (remaining 15% state funded) = \$442.00
- Inspector Supplies - creepers, flashlights, brake caliper with case, air pressure gauge, car organizer, floor mats, etc. Based on historical grant eligible expenses = \$5,000.00
- Various Office Supplies - printer ink, toner, paper, files, background checks, encrypted thumbdrive for backups, heat set replacements, etc. Based on historical grant eligible expenses = \$16,000.00

The above listed figures are based on a historical average of expenditures.

Total for Supplies = \$53,093.78

7 - Contractual and Subaward

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

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

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

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

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

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

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

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

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Missouri State Highway Patrol	DUNS 98638075	Subrecipient	100.0000	\$2,475,294.12	\$2,104,000.00	\$371,294.12	\$0.00
Description of Services: Inspections and Enforcement							
Kansas City Police Department	DUNS 188216873	Subrecipient	100.0000	\$1,321,992.62	\$1,123,693.73	\$198,298.89	\$0.00
Description of Services: Inspections and Enforcement							
St. Louis Metropolitan Police Department	DUNS 155937782	Subrecipient	100.0000	\$888,809.00	\$755,487.65	\$133,321.35	\$0.00
Description of Services: Inspections and Enforcement							
St. Louis County Police Department	DUNS 182006312	Subrecipient	100.0000	\$622,250.00	\$528,912.50	\$93,337.50	\$0.00
Description of Services: Inspections and Enforcement							
Bucket Media	DUNS 25280335	Contract	100.0000	\$183,178.33	\$155,701.58	\$27,476.75	\$0.00
Description of Services: CMV Media Campaign							
Bucket Media	DUNS 25280335	Contract	100.0000	\$32,325.59	\$27,476.75	\$4,848.84	\$0.00
Description of Services: CMV Media Soft Match							
Bentley Systems, Incorporated	DUNS 953936623	Contract	100.0000	\$10,000.00	\$9,311.43	\$688.57	\$0.00
Description of Services: System Maintenance and License Fees							
TOTAL: Contractual and Subaward				\$5,533,849.66	\$4,704,583.64	\$829,266.02	\$0.00

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

Project costs for the law enforcement subrecipients were determined by budgets submitted by each agency including amounts for Personnel, Fringe Benefits, Travel, Equipment, Supplies and Other. = **\$5,308,345.74**

The CMV Media Campaign costs are based on historical campaign expenses that include radio, online ads, television and print. = **\$183,178.33**

The Soft Match for CMV Media will be provided by Missouri State Highway Patrol's fuel expense used during CMV inspections and enforcement. = **\$32,325.59**

The Bentley O&M provides for the licensing, maintenance and support of MoDOT's Oversize and Overweight Permit System, MoDOT Carrier Express. MCE is a fully electronic permitting system that allows customers to apply and receive permits that authorizes travel on Missouri's highways for oversize and/or overweight loads that exceed legal size and weight limitations as established in Missouri Statute. = **\$10,000.00**

Project Costs were revised for Kansas City Police Department, St. Louis County Police Department, Bucket Media and Bentley.

8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
CVSA Decals	2764 unit	\$0.28	100.0000	\$773.92	\$657.83	\$116.09	\$0.00
Conference Registration Fees - MCS	1 1	\$2,185.00	100.0000	\$2,185.00	\$1,857.25	\$327.75	\$0.00
Vehicle Maintenance/Repair/Fuel	1 unit	\$60,000.00	100.0000	\$60,000.00	\$51,000.00	\$9,000.00	\$0.00
Communications (MiFi, mobile phones, etc.)	12 monthly	\$2,000.00	100.0000	\$24,000.00	\$20,400.00	\$3,600.00	\$0.00
Office Space	12 monthly	\$1,750.00	100.0000	\$21,000.00	\$17,850.00	\$3,150.00	\$0.00
Subpoena Services	3 1	\$80.00	100.0000	\$240.00	\$204.00	\$36.00	\$0.00
IFTA and IRP Membership Dues - MCS	1 1	\$51,000.00	100.0000	\$51,000.00	\$43,350.00	\$7,650.00	\$0.00
CVSA Membership Dues - HS	1 1	\$14,800.06	100.0000	\$14,800.06	\$12,580.05	\$2,220.01	\$0.00
CVSA Conference Registration Fees - HS	2 1	\$550.00	100.0000	\$1,100.00	\$935.00	\$165.00	\$0.00
MoTA Conference Registration Fees	1	\$450.00	100.0000	\$450.00	\$382.50	\$67.50	\$0.00
Meals for Quarterly Meetings	4	\$170.00	100.0000	\$680.00	\$578.00	\$102.00	\$0.00
TOTAL: Other Costs				\$176,228.98	\$149,794.63	\$26,434.35	\$0.00

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

Other Costs for MoDOT - Motor Carrier Services Division:

- CVSA Decals for MCSAP program inspections based on projection. 2,764 decals x \$0.28 = \$773.92
- 2 CVSA Conferences (Registration fees) \$550 x 2 staff = \$1,100.00
- COHMED Conference (Registration fees) \$550 x 1 staff = \$550.00
- 2 MoTA Conferences (Registration fees) \$435 x 1 staff = \$435.00
- MDTA Conference (Registration fees) \$50 x 2 staff = \$100.00
- Vehicle Maintenance/Repair/Fuel Costs. Estimate is based off previous 12 months grant eligible enforcement activity for 31 cars for 12 months = \$60,000.00.
- Communications (MiFi, mobile phones, postage). The estimate is based off the previous 12 months grant eligible enforcement activity = \$24,000.00
- Office Space (covers utilities and office space). Seven office locations statewide. The estimate is based off the previous 12 months grant eligible enforcement activity = \$21,000.00
- Subpoena third party service. Historical use 3 times yearly. (\$80.00 x 3 uses) = \$240.00
- Membership Dues = \$51,000.00
 - IFTA Membership July 1, 2019 – June 30, 2020 - Dues payable in June 2019 = \$17,000.00
 - IRP Membership Oct 1, 2019 – Sept 30, 2020 - Dues payable in July 2019 = \$34,000.00

Total MCS Other Costs = \$159,198.92

Other Costs for MoDOT - Highway Safety and Traffic Division:

- CVSA Conference Registration Fees - $\$550 \times 1 \text{ staff} \times 2 \text{ conferences} = \$1,100.00$
- CVSA Membership Dues = \$14,800.00
- MoTA Conference Registration Fees = \$450.00
- Meals for quarterly meetings - $\$170 \times 4 = \680.00

Total HS Other Costs = \$17,030.00

Missouri does not charge indirect costs. The above listed costs are based on historical expenditures.

9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$6,897,612.00	\$1,216,271.00	\$8,113,883.00

Summary of MCSAP Funding Limitations				
Allowable amount for Overtime without written justification (15% of Basic Award Amount):			\$1,216,271.00	
MOE Baseline:			\$37,304.52	
Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCS Investigations Administrator	\$44,410.05	\$7,837.07	\$52,247.12	\$0.00
Transportation Enforcement Investigator Supervisor	\$128,403.03	\$22,659.36	\$151,062.39	\$0.00
Senior Transportation Enforcement Investigator	\$466,847.13	\$82,384.79	\$549,231.92	\$0.00
CMV Program Manager	\$49,850.53	\$8,797.15	\$58,647.68	\$0.00
Transportation Enforcement Investigator	\$205,694.36	\$36,299.00	\$241,993.36	\$0.00
Senior Financial Services Specialist	\$2,343.95	\$413.64	\$2,757.59	\$1,434.60
MCS Director	\$1,656.30	\$292.29	\$1,948.59	\$3,710.70
Program Manager	\$34,801.68	\$6,141.47	\$40,943.15	\$0.00
MCS Investigations Specialist	\$134,259.17	\$23,692.79	\$157,951.96	\$0.00
MCS Technician	\$21,866.53	\$3,858.80	\$25,725.33	\$0.00
Senior System Mgmt Specialist	\$0.00	\$0.00	\$0.00	\$7,371.84
Assistant MCS Director	\$0.00	\$0.00	\$0.00	\$7,668.00
Salary Subtotal	\$1,090,132.73	\$192,376.36	\$1,282,509.09	\$20,185.14
Overtime subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel total	\$1,090,132.73	\$192,376.36	\$1,282,509.09	\$20,185.14

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CMV Program Manager	\$40,378.93	\$7,125.69	\$47,504.62	\$0.00
MCS Investigations Specialist	\$104,722.15	\$18,480.38	\$123,202.53	\$0.00
MCS Investigations Administrator	\$34,639.84	\$6,112.91	\$40,752.75	\$0.00
Program Manager	\$27,145.30	\$4,790.35	\$31,935.65	\$0.00
MCS Technician	\$17,055.90	\$3,009.86	\$20,065.76	\$0.00
Transportation Enforcement Investigator Supervisor	\$100,154.36	\$17,674.30	\$117,828.66	\$0.00
Senior Transportation Enforcement Investigator	\$364,140.76	\$64,260.13	\$428,400.89	\$0.00
Transportation Enforcement Investigator	\$160,441.60	\$28,313.22	\$188,754.82	\$0.00
Senior Financial Services Specialist	\$1,828.28	\$322.64	\$2,150.92	\$1,240.21
MCS Director	\$1,291.91	\$227.98	\$1,519.89	\$3,207.90
Assistant MCS Director	\$0.00	\$0.00	\$0.00	\$6,628.99
Senior System Mgmt Specialist	\$0.00	\$0.00	\$0.00	\$6,372.96
Fringe Benefits total	\$851,799.03	\$150,317.46	\$1,002,116.49	\$17,450.06

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Internal Training to Districts	\$938.40	\$165.60	\$1,104.00	\$0.00
Passenger Vehicle Inspection Training	\$2,040.00	\$360.00	\$2,400.00	\$0.00
St. Louis Bus Check	\$372.30	\$65.70	\$438.00	\$0.00
In Service Training	\$5,982.30	\$1,055.70	\$7,038.00	\$0.00
KC Bus Check	\$780.30	\$137.70	\$918.00	\$0.00
Branson Bus Check	\$7,527.60	\$1,328.40	\$8,856.00	\$0.00
Skill Performance Evaluations (SPE)	\$390.15	\$68.85	\$459.00	\$0.00
CVSA Conferences - Spring and Fall - MCS	\$3,153.50	\$556.50	\$3,710.00	\$0.00
COMED Conference	\$1,642.20	\$289.80	\$1,932.00	\$0.00
MO Dump Truck Association (MDTA)	\$319.60	\$56.40	\$376.00	\$0.00
Missouri Trucking Association (MoTA) - 3 Conferences - MCS	\$2,543.20	\$448.80	\$2,992.00	\$0.00
CBI and PBR Refresher	\$539.75	\$95.25	\$635.00	\$0.00
NASI Part A&B, Etc. Training	\$7,458.75	\$1,316.25	\$8,775.00	\$0.00
MCSAP Coordinator In-state Travel - HS	\$663.00	\$117.00	\$780.00	\$0.00
MSCAP Planning Meeting - HS	\$1,394.00	\$246.00	\$1,640.00	\$0.00
CVSA Conferences - Spring and Fall - HS	\$3,187.50	\$562.50	\$3,750.00	\$0.00
Missouri Trucking Association (MoTA) - 3 Conferences - HS	\$1,398.25	\$246.75	\$1,645.00	\$0.00
MCSAP Planning Meeting - MCS	\$1,042.95	\$184.05	\$1,227.00	\$0.00
ISA Training	\$6,298.50	\$1,111.50	\$7,410.00	\$0.00
Investigator Replacement All Training - Out of State	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
Travel total	\$56,172.25	\$9,912.75	\$66,085.00	\$0.00

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

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Laptops with Docking Stations	\$3,392.14	\$598.61	\$3,990.75	\$0.00
Inspection Supplies	\$4,250.00	\$750.00	\$5,000.00	\$0.00
Desktop Printers	\$260.10	\$45.90	\$306.00	\$0.00
Desktop Scanners	\$745.62	\$131.58	\$877.20	\$0.00
Portable Scanners	\$526.70	\$92.95	\$619.65	\$0.00
Office Supplies	\$13,600.00	\$2,400.00	\$16,000.00	\$0.00
Regulation/HM and OOS Criteria Books	\$3,093.15	\$545.85	\$3,639.00	\$0.00
Uniforms	\$17,687.65	\$3,121.35	\$20,809.00	\$0.00
Portable Printers	\$508.64	\$89.76	\$598.40	\$0.00
Wide Screen Monitors	\$375.70	\$66.30	\$442.00	\$0.00
Backpacks	\$163.29	\$28.81	\$192.10	\$0.00
PC Miller Fees	\$526.73	\$92.95	\$619.68	\$0.00
Supplies total	\$45,129.72	\$7,964.06	\$53,093.78	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Missouri State Highway Patrol	\$2,104,000.00	\$371,294.12	\$2,475,294.12	\$0.00
Kansas City Police Department	\$1,123,693.73	\$198,298.89	\$1,321,992.62	\$0.00
St. Louis Metropolitan Police Department	\$755,487.65	\$133,321.35	\$888,809.00	\$0.00
St. Louis County Police Department	\$528,912.50	\$93,337.50	\$622,250.00	\$0.00
Bucket Media	\$155,701.58	\$27,476.75	\$183,178.33	\$0.00
Bucket Media	\$27,476.75	\$4,848.84	\$32,325.59	\$0.00
Bentley Systems, Incorporated	\$9,311.43	\$688.57	\$10,000.00	\$0.00
Contractual and Subaward total	\$4,704,583.64	\$829,266.02	\$5,533,849.66	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Decals	\$657.83	\$116.09	\$773.92	\$0.00
Conference Registration Fees - MCS	\$1,857.25	\$327.75	\$2,185.00	\$0.00
Vehicle Maintenance/Repair/Fuel	\$51,000.00	\$9,000.00	\$60,000.00	\$0.00
Communications (MiFi, mobile phones, etc.)	\$20,400.00	\$3,600.00	\$24,000.00	\$0.00
Office Space	\$17,850.00	\$3,150.00	\$21,000.00	\$0.00
Subpoena Services	\$204.00	\$36.00	\$240.00	\$0.00
IFTA and IRP Membership Dues - MCS	\$43,350.00	\$7,650.00	\$51,000.00	\$0.00
CVSA Membership Dues - HS	\$12,580.05	\$2,220.01	\$14,800.06	\$0.00
CVSA Conference Registration Fees - HS	\$935.00	\$165.00	\$1,100.00	\$0.00
MoTA Conference Registration Fees	\$382.50	\$67.50	\$450.00	\$0.00
Meals for Quarterly Meetings	\$578.00	\$102.00	\$680.00	\$0.00
Other Costs total	\$149,794.63	\$26,434.35	\$176,228.98	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$6,897,612.00	\$1,216,271.00	\$8,113,883.00	\$37,635.20
Total Costs Budgeted	\$6,897,612.00	\$1,216,271.00	\$8,113,883.00	\$37,635.20

10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP

	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$6,897,612.00	\$1,216,271.00	\$8,113,883.00

Summary of MCSAP Funding Limitations

Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$1,216,271.00
MOE Baseline:	\$37,304.52

Estimated Expenditures

	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$1,090,132.73	\$192,376.36	\$1,282,509.09	\$20,185.14
Overtime Subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel Total	\$1,090,132.73	\$192,376.36	\$1,282,509.09	\$20,185.14
Fringe Benefits Total	\$851,799.03	\$150,317.46	\$1,002,116.49	\$17,450.06
Travel Total	\$56,172.25	\$9,912.75	\$66,085.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$45,129.72	\$7,964.06	\$53,093.78	\$0.00
Contractual and Subaward Total	\$4,704,583.64	\$829,266.02	\$5,533,849.66	\$0.00
Other Costs Total	\$149,794.63	\$26,434.35	\$176,228.98	\$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$6,897,612.00	\$1,216,271.00	\$8,113,883.00	\$37,635.20
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$6,897,612.00	\$1,216,271.00	\$8,113,883.00	\$37,635.20

Part 5 - Certifications and Documents

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

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

1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Nicole Hood
2. What is this person's title? State Highway Safety and Traffic Engineer
3. Who is your Governor's highway safety representative? Nicole Hood
4. What is this person's title? State Highway Safety and Traffic Engineer

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

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

State Certification declaration:

I, Nicole Hood, State Highway Safety and Traffic Engineer, on behalf of the State of MISSOURI, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

1. What is the name of your certifying State official? Nicole Hood
2. What is the title of your certifying State official? State Highway Safety and Traffic Engineer
3. What are the phone # and email address of your State official? 573.526.2803, Nicole.Hood@modot.mo.gov

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

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

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

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

3 - New Laws/Legislation/Policy Impacting CMV Safety

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

☒ Yes ☐ No

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

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
Senate Bill No. 881	08/28/2018	Section 304.232	Amended Section 304.232 provides that no commercial motor vehicle inspection shall be performed on the shoulder of a highway with a posted speed limit in excess of 40 mph unless the shoulder is located at any entrance or exit of such highway and there is adequate space on the shoulder.

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

☐ Yes ☒ No

Missouri Department of Transportation
Recap of Fringe Benefit and Salary Additive Percentages
To be Used for Cost Estimates

Fiscal Year 2019
(July 1, 2018 - June 30, 2019)

Full-Time and Permanent Part-Time

Salary Additive Rate (Fringe Benefits for which a rate is calculated):
(allocated to jobs/projects, REGLR & OHW pay type codes only)

Post-Employment Health Benefits	8.06%
Worker's Compensation	2.86%
Unemployment Compensation	0.04%
Paid Leave (I.e., annual leave, sick leave, etc.)	33.31% *
Under Applied Salary Additive Amount	-0.98% *
Total Salary Additive Rate	43.29%

Fringe Benefits (the actual cost is allocated to the payroll line of coding and as a result, these costs are directly charged to the project or job; a rate is not necessary):

	Percent
Retirement State Share	58.00%
Medical/Life Insurance State Share	21.15%
OASI/Medicare	7.30%
Total Fringe Benefit Percentage	86.45%

Total Fringe Benefit & Salary Add. Rate allocated to jobs/projects **129.75%**

**For calculations other than estimating billing and costs to a project, job or reporting category, these % are excluded (I.e., exclude when the estimate includes the employee's total gross full-time salary because paid leave is already included in the employee's base salary.)*

Full-Time Overtime, Permanent Part-Time Overtime and Hourly, receiving benefits

Fringe Benefit:	Percent
Retirement	58.00%
Medical/Life	21.15%
OASI/Medicare	7.30%
Total Fringe Benefit Percentage	86.45%

Hourly Payroll, Regular and Overtime, not receiving benefits

Fringe Benefit:	Percent
OASI/Medicare	7.65%

NARRATIVE COST ALLOCATION AGREEMENT
BETWEEN THE
MISSOURI DEPARTMENT OF TRANSPORTATION
AND
MISSOURI STATE HIGHWAY PATROL
AND THE
FEDERAL HIGHWAY ADMINISTRATION

This agreement is made and entered into between the State of Missouri by and through its Department of Transportation (MoDOT) and Missouri State Highway Patrol (MSHP) and the United States Department of Transportation, Federal Highway Administration (FHWA), the cognizant Federal agency for indirect costs under government-wide Uniform Administrative Requirements and Cost Principles, 2 CFR 200, as defined by 2 CFR 200.19.

The narrative cost allocation methodology (NCAM) approved and contained herein is for use and may be charged to grant awards, cooperative agreements and contracts with the Federal Government, to which 2 CFR 200 Subpart E and Appendix VII applies, subject to the limitations contained in Section II.A of this agreement.

The NCAM was negotiated by MoDOT, MSHP and FHWA in accordance with the authority contained in Appendix VII, Section E of the regulation.

Section I: Rate

Type: *Narrative Cost Allocation Methodology*

Effective Period: *July 1, 2018 through September 30, 2019*

Rate: The Patrol uses the average hourly salary and fringe benefit rate of all employees certified to conduct inspections, combined with the time it takes to conduct the various levels of inspections to come up with the alternative cost plan. This method was suggested and approved by FMCSA in 2012.

Salaries and fringe benefits are obtained from the state pay system, SAM II. Those numbers were obtained in March 2017.

Inspection times are derived from FMCSA's inspection system, SAFETYNET. Those times were obtained in May 2017.

For the 2018 Commercial Vehicle Safety Plan (CVSP), the alternative cost method was figured by using the average hourly salary and fringe rate of:

- 103 Commercial Vehicle Officers and Commercial Vehicle Inspectors at \$38.86 hourly. (See attachment A-CVO/CVI tab)
- 34 Commercial Vehicle Enforcement Troopers at \$62.25 hourly. (See attachment A-CVET tab)
- 53 part time troopers at \$53.27 hourly. (See attachment A-Certified Trooper tab)

Combining the hourly wage and fringe rate of all employees totaled \$8,943. Dividing \$8,943 by the total number of officers that conduct inspections (190) = an average hourly and fringe rate of \$47.06.

Average statewide Level 1 inspection time-50.32 minutes-84% of an hour (See attachment B).
Average statewide Level 2 inspection time-33.92 minutes-56% of an hour (See attachment C).
Average statewide Level 3 inspection time-23.89 minutes-40% of an hour (See attachment D).

Each month the Missouri State Highway Patrol vouchers FMCSA for the total number of inspections conducted in a month.

Section II: General

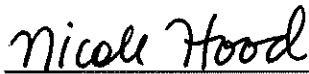
A. Limitations

The cost allocation methodology used in this agreement may be subject to statutory or administrative limitations and are reimbursable through grant, contract, or other agreement only to the extent that funds are available. Acceptance of this methodology is predicated on these conditions: (1) Only direct costs incurred by the MSHP to provide oversight and administration on delivering CVSP program will be included in the NCAM project. Such costs are legal obligations of the MSHP, except for MSHP's share of the state of Missouri Indirect Cost Allocation -Salary Additive Rate, and are allowable under the governing cost principles; (2) Similar types of costs have been accorded consistent accounting treatment, and (3) The information provided by the MSHP, which was used to establish the cost allocation methodology are not later found to be materially incomplete or inaccurate by the Federal Government. In such situations the agreement will be subject to reopening, and the methodology may be adjusted and refunds made if the proposal included unallowable costs.

B. Accounting Changes

This agreement is based on the accounting system to be in effect during the agreement period. Changes in the method of accounting for costs that affect the amount of reimbursement resulting from the use of these rates require prior concurrence of FHWA. Such changes include, but are not limited to, changes in the charging of a particular type of cost from indirect to direct. Failure to obtain concurrence may result in cost disallowances.

Missouri Department of Transportation



Nicole Hood, State Highway Safety and
Traffic Engineer

Date: 7/2/18

U.S. Department of Transportation Federal Highway Administration

SANDRA D
MOELLER

Digitally signed by SANDRA D
MOELLER
Date: 2018.06.21 11:18:28 -05'00'

Sandra Moeller, Transportation Finance
Manager

Date: 06-21-2018

Missouri State Highway Patrol



Colonel Sandra K. Karsten, Superintendent
Missouri State Highway Patrol

Date: 06-27-18

Missouri Department of Transportation

Patrick K. McKenna, Director

573.751.4161
Fax: 573.634.5977
1.800.800.2358

May 10, 2018

Mr. Kevin Ward, Division Administrator
FHWA Missouri Division
3220 W. Edgewood, Suite H
Jefferson City, MO 65109

Dear Mr. Ward:

Each year the MoDOT Highway Safety and Traffic Division submits a Commercial Vehicle Safety Plan (CVSP) to the Federal Motor Carrier Safety Administration (FMCSA) for the Motor Carrier Safety Assistance Program (MCSAP). The CVSP documents activities that will be used to reduce fatal and injury crashes involving commercial motor vehicles. The plan outlines all partner agencies and their respective budgets. The agencies that receive MCSAP funding, which is a two-year grant, are the Missouri State Highway Patrol (MSHP), St. Louis Metropolitan Police Department, Kansas City Police Department, St. Louis County Police Department and Franklin County Sheriff's Office, MoDOT Motor Carrier Services and MoDOT Highway Safety and Traffic. The MoDOT Highway Safety and Traffic Division has been designated, by the Governor, as the lead agency for MCSAP.

As part of the CVSP, FMCSA requires approval of MSHP's narrative cost allocation for reimbursement. The MSHP use their commercial motor vehicle inspections to seek reimbursement on a per inspection rate. These inspection rates are based on the level of inspection conducted, average time needed to conduct the inspection and an average hourly rate for officers who perform commercial motor vehicle enforcement activities. Attached is MSHP's Narrative Cost Allocation Plan and Certification for FFY 2018, which establishes cost allocation for October 1, 2017 through September 30, 2019.

The Missouri State Highway Patrol and the MoDOT Highway Safety and Traffic Division are respectfully requesting the approval of the Narrative Cost Allocation Plan that was submitted in the 2018 CVSP for the FFY 2018 MCSAP grant. This approval will allow enforcement to create a safer environment for Missouri's traveling public. The approval will also allow FMCSA to give final acceptance of Missouri's 2018 CVSP.

Sincerely,



Colonel Sandra K. Karsten
Superintendent
Missouri State Highway Patrol



William Whitfield
Director
MoDOT Highway Safety and Traffic Division

Attachments



Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

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CERTIFICATION FOR NARRATIVE COST ALLOCATION PLAN
FOR MCSAP GRANT REIMBURSEMENT

This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and belief;

1. All costs included in this proposal for FFY 2018 to establish billing or cost allocation for October 1, 2017 through September 30, 2019 are allowable in accordance with the requirements of the Federal award(s) to which they apply and the provisions of this Part. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.
2. All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect cost have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal Government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the forgoing is true and correct.

Governmental Unit: Missouri State Highway Patrol

Signature: Sandra K. Karsten

Name of Official: SANDRA K. KARSTEN

Title: Colonel/Superintendent

Date of Execution: 05-15-2018

Missouri State Highway Patrol



Alternative Cost Allocation Plan For MCSAP Grant Reimbursement



May 5, 2018

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Introduction

The Commercial Vehicle Enforcement Division of the Missouri State Highway Patrol (MSHP) has participated in the Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Safety Assistance Program (MCSAP) since 1986. The Commercial Vehicle Enforcement Division's enforcement program continues to grow and meets or exceeds all national requirements for the inspection of commercial motor vehicles and data collection and data quality. This program provides funds for state enforcement of commercial vehicle safety and hazardous materials regulations as determined by the state's Commercial Vehicle Safety Plan (CVSP). Activities performed include roadside driver and vehicle inspections, traffic enforcement, SAFETYNET system activities, STARS accident information entry and outreach and education programs. The goal of the MCSAP program is to reduce the number of fatality and injury commercial vehicle accidents within the state.

MCSAP Grant funds are distributed through the Missouri Department of Transportation's (MoDOT) Division of Highway Safety to the MSHP. MoDOT/Highway Safety is the state's MCSAP lead agency and the MSHP, along with the Kansas City Police Department, the St. Louis Metropolitan Police Department, the St. Louis County Police Department, the Franklin County Sheriff's Department and MoDOT Motor Carrier Services, are subgrantees. In 2012, FMCSA came to the Patrol with an alternative cost method for receiving MCSAP funding. The method involved the MSHP billing FMCSA for the average cost and time needed to conduct an inspection. The MSHP used this method of alternative cost allocation for the 2013 and 2014 grant years. Starting with the 2015 grant year, FMCSA indicated the MSHP would need approval to use the alternative cost method from our cognizant agency, which is the Department of Justice. In January 2015, we received correspondence from the DOJ indicating they did not want to participate in the approval process of the alternative cost method. Since MoDOT is the lead MCSAP agency for the state, FMCSA requested the Patrol obtain approval from MoDOT's cognizant agency, the Federal Highway Administration (FHWA). Approval was received after FHWA reviewed the Patrol's methodology.

Methodology

The Patrol uses the average hourly salary and fringe benefit rate of all employees certified to conduct inspections, combined with the time it takes to conduct the various levels of inspections to come up with the alternative cost plan. This method was suggested and approved by FMCSA in 2012.

Salaries and fringe benefits are obtained from the state pay system, SAM II. Those numbers were obtained in March 2017.

Inspection times are derived from FMCSA's inspection system, SAFETYNET. Those times were obtained in May 2017.

For the 2018 CVSP, the alternative cost method was figured by using the average hourly salary and fringe rate of:

- 103 Commercial Vehicle Officers and Commercial Vehicle Inspectors at \$38.86 hourly. (See attachment A-CVO/CVI tab)
- 34 Commercial Vehicle Enforcement Troopers at \$62.25 hourly. (See attachment A-CVET tab)
- 53 Part-time Troopers at \$53.27 hourly. (See attachment A-Certified Trooper tab)

Combining the hourly wage and fringe rate of all employees totaled \$8,943. Dividing \$8,943 by the total number of officers that conduct inspections (190) = an average hourly and fringe rate of \$47.06.

Average statewide Level 1 inspection time-50.32 minutes-84% of an hour (See attachment B).
Average statewide Level 2 inspection time-33.92 minutes-56% of an hour (See attachment C).
Average statewide Level 3 inspection time-23.89 minutes-40% of an hour (See attachment D).

Each month the Missouri State Highway Patrol vouchers FMCSA for the total number of inspections conducted in a month. Below is an example of the voucher spreadsheet.

<u>Inspections</u>					
	Rate	# of Inspections this Month	Value	% of Time	This Month's Inspection Value
Level I	45.72	1995	\$ 91,211.40	85%	\$ 77,529.69
Level II	45.72	1745	\$ 79,781.40	57%	\$ 45,209.46
Level III	45.72	2479	\$ 113,339.88	40%	\$ 45,335.95
		6219			\$ 168,075.10

TOTAL ALL for 2018 Overall hourly wage including fringe benefits=\$47.06

<u>Name</u>	Bi-Weekly		H+F		<u>Title</u>
	<u>Salary</u>	<u>Hourly</u>	<u>Fringe</u>	<u>Total</u>	
ABMEYER, RONALD O.	\$1,994.50	\$23.01	\$20.16	\$43.18	CVO Sup I
ALDRICH, RYAN D.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
ARBUTHNOT, GERALD L.	\$1,567.50	\$18.09	\$15.85	\$33.93	CVI II
BELCHER, JASON M.	\$1,815.00	\$20.94	\$18.35	\$39.29	CVI Sup I
BLAND, ELVIN L.	\$1,434.00	\$16.55	\$14.50	\$31.04	CVI I
BOBBITT, THOMAS W.	\$1,567.50	\$18.09	\$15.85	\$33.93	CVI II
BRANUM, RYNE S.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
BRUNZEL, DERICK L.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
CARLYLE, HAROLD S.	\$2,214.00	\$25.55	\$22.38	\$47.93	CVI Sup II
CASPER, RICKEY R.	\$2,126.50	\$24.54	\$21.50	\$46.03	CVO Sup II
CLOSE, ASHLIE M.	\$1,567.50	\$18.09	\$15.85	\$33.93	CVI II
COBB, RANDY G.	\$2,355.00	\$27.17	\$23.81	\$50.98	Chief
COLMAN, CHRIS L.	\$2,035.50	\$23.49	\$20.58	\$44.06	CVO Sup I
COOK, ALLEN W.	\$1,815.00	\$20.94	\$18.35	\$39.29	CVI SUP I
COOPER, BILLIE G.	\$1,782.50	\$20.57	\$18.02	\$38.59	CVO II
COOPER, RANDALL K.	\$1,919.00	\$22.14	\$19.40	\$41.54	CVO Sup I
COUNTS, MARK D.	\$1,815.00	\$20.94	\$18.35	\$39.29	CVI Sup I
CRETEL, ROLAND H.	\$1,434.00	\$16.55	\$14.50	\$31.04	CVI I
CUMBEE, STEPHEN M.	\$1,386.50	\$16.00	\$14.02	\$30.01	CVI I
CULLIFER, KYLE	\$2,035.50	\$23.49	\$20.58	\$44.06	CVO Sup I
CURTRIGHT, JOSEPH P.	\$1,815.00	\$20.94	\$18.35	\$39.29	CVI Sup I
DANIEL, DEBORAH K.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
DAYRINGER, MICHAEL L.	\$1,958.00	\$22.59	\$19.79	\$42.39	CVO Sup I
FAIN, RANDY E.	\$1,782.50	\$20.57	\$18.02	\$38.59	CVO II
FICHTNER, ROBINSON R.	\$1,958.00	\$22.59	\$19.79	\$42.39	CVO Sup I
FLEMING, KI A.	\$1,567.50	\$18.09	\$15.85	\$33.93	CVI II
FLOYD, ELLEN L.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
FLYNN, CLINTON R.	\$1,782.50	\$20.57	\$18.02	\$38.59	CVO II
FRY, RICHARD L.	\$2,307.00	\$26.62	\$23.32	\$49.94	Chief
GARLAND, JOSEPH T.	\$1,883.00	\$21.73	\$19.03	\$40.76	CVO Sup I
GORDON, KYNDAL L.	\$1,782.50	\$20.57	\$18.02	\$38.59	CVO II
GREGORY, BRADFORD R.	\$1,919.00	\$22.14	\$19.40	\$41.54	CVO II
GREGORY, JASON L.	\$1,782.50	\$20.57	\$18.02	\$38.59	CVO II
GRIER, BRIAN	\$1,434.00	\$16.55	\$14.50	\$31.04	CVI I
GUILLIAMS, HERBERT W.	\$1,782.50	\$20.57	\$18.02	\$38.59	CVO II
KOLAKS, TINA G.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
HARDESTER, SHELLEY L.	\$1,815.00	\$20.94	\$18.35	\$39.29	CVI Sup I
HARRIS, BRIAN S.	\$1,434.00	\$16.55	\$14.50	\$31.04	CVI I
HARTMANN, DONALD J.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
HATFIELD, CHRISTOPHER J.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
HEARRING, MATTHEW W.	\$1,567.50	\$18.09	\$15.85	\$33.93	CVI II
HODGES, MATTHEW C.	\$1,782.50	\$20.57	\$18.02	\$38.59	CVO II

HORN,MICHELLE A.	\$1,883.00	\$21.73	\$19.03	\$40.76	CVO Sup I
HOWE, MICHAEL R.	\$1,567.50	\$18.09	\$15.85	\$33.93	CVI II
HULSEY, BRIAN J.	\$1,567.50	\$18.09	\$15.85	\$33.93	CVI II
JENNINGS,CHARLES E.	\$1,782.50	\$20.57	\$18.02	\$38.59	CVO II
JOHNSON,GERALD W.	\$2,171.50	\$25.06	\$21.95	\$47.01	CVO Sup II
JONES,DARIN A.	\$1,815.00	\$20.94	\$18.35	\$39.29	CVO II
JOYCE,STEFANIE J.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
KARR,NICK A.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
KELLEY,DENNIS S.	\$1,848.00	\$21.32	\$18.68	\$40.00	CVO II
KYLE,TYLER D.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
LAWRENCE,JASON E.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
LENNINGTON,RONNIE W.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
LEON,RICHARD G.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
LYON, RANDALL B.	\$1,567.50	\$18.09	\$15.85	\$33.93	CVI II
MARQUEZ,LORENZO	\$1,958.00	\$22.59	\$19.79	\$42.39	CVI SUP II
MARTIN,JANE M.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
MCCARTNEY,MARTHA A.	\$2,402.00	\$27.72	\$24.28	\$52.00	Chief
MCCLURG,JANE M.	\$1,815.00	\$20.94	\$18.35	\$39.29	CVI Sup I
MCINTYRE,BRENDA K.	\$1,625.00	\$18.75	\$16.43	\$35.18	CVI II
MCREYNOLDS,LOUIS G.	\$2,088.00	\$24.09	\$21.11	\$45.20	CVO Sup II
MCWILLIAMS, VINCENT L.	\$1,567.50	\$18.09	\$15.85	\$33.93	CVI II
MEYER,JEFFREY A.	\$1,883.00	\$21.73	\$19.03	\$40.76	CVI Sup I
MONDS,JEREMY K.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
MORRIS,MICHAEL R.	\$1,994.50	\$23.01	\$20.16	\$43.18	CVO Sup I
MYERS,FERYL S.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
NAIL,BRADLEY L.	\$1,919.00	\$22.14	\$19.40	\$41.54	CVO Sup I
NOLAND,TERRI J.	\$2,126.50	\$24.54	\$21.50	\$46.03	CVO Sup II
NUNNERY,MIGUEL D.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
PHIPPS,JAMES L.	\$1,815.00	\$20.94	\$18.35	\$39.29	CVO II
PILLOW, DENNIS E.	\$1,567.50	\$18.09	\$15.85	\$33.93	CVI II
POWELL,RAYMOND E.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
QUINN,JAMAKA S.	\$1,815.00	\$20.94	\$18.35	\$39.29	CVI Sup I
RECTOR,JAMES C.	\$1,848.00	\$21.32	\$18.68	\$40.00	CVO II
REVELLE,JOEL R.	\$1,883.00	\$21.73	\$19.03	\$40.76	CVO II
RHOADES,JEREMY W.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
RULE,WILLIAM C.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
SANDERS,BRIAN C.	\$1,782.50	\$20.57	\$18.02	\$38.59	CVO II
SHARP,JOSHUA D.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
SHERMAN,CALVIN R.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
SHEWEY,KENNETH L.	\$1,958.00	\$22.59	\$19.79	\$42.39	CVO Sup I
SIMS,JEFFREY R.	\$2,402.00	\$27.72	\$24.28	\$52.00	Sr. Chief
SMITH,VONDA K.	\$2,402.00	\$27.72	\$24.28	\$52.00	Chief
SMOTHERMAN,DALE R.	\$1,919.00	\$22.14	\$19.40	\$41.54	CVO Sup I
SPRINGSTON,LISA M.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
STONE,JAMES F.	\$2,126.50	\$24.54	\$21.50	\$46.03	CVO SUP II
SULING,SCOTT M.	\$1,994.50	\$23.01	\$20.16	\$43.18	CVO Sup I
SUMMERS, KEVIN J.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III

TALBERT,RICKY L.	\$2,355.00	\$27.17	\$23.81	\$50.98	Chief
THOMPSON,STEVEN K.	\$2,126.50	\$24.54	\$21.50	\$46.03	CVO Sup II
TOWE,BENJAMIN L.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
UMPHRY,GARRY L	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
URBAN,ANTHONY W.	\$1,919.00	\$22.14	\$19.40	\$41.54	CVO Sup I
VANDEVENTER, PAUL E.	\$1,434.00	\$16.55	\$14.50	\$31.04	CVI I
VANDIVER, JASON O.	\$1,434.00	\$16.55	\$14.50	\$31.04	CVI I
VETTE,DARCY D.	\$1,883.00	\$21.73	\$19.03	\$40.76	CVO Sup I
WARNER, CALEB M.	\$1,434.00	\$16.55	\$14.50	\$31.04	CVI I
WESTERHOFF,ROGER M.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
WHITED,JARED L.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
WHITTINGTON,BRANDON S	\$1,815.00	\$20.94	\$18.35	\$39.29	CVI Sup I
WILEY,VINCE P.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
YOUNG,STEVE A.	\$1,684.00	\$19.43	\$17.02	\$36.45	CVI III
\$4,002.92 / 103 Officers=\$38.86					

<u>Name</u>	<u>Salary</u>	<u>Hourly</u>	<u>Fringe</u>	<u>Total</u>	<u>Title</u>
Abel, William H.	\$2,832.50	\$32.68	\$28.63	\$61.32	Tpr 1st Class
Arnold, Bryan G.	\$3,219.00	\$37.14	\$32.54	\$69.68	Sgt
Black, Thomas	\$2,042.50	\$23.57	\$20.65	\$44.21	Tpr 1st Class
Bone, Carl W.	\$2,750.00	\$31.73	\$27.80	\$59.53	Cpl
Byrnes, Robert B.	\$3,219.00	\$37.14	\$32.54	\$69.68	Sgt
Campbell, Shawn M.	\$3,012.00	\$34.75	\$30.45	\$65.20	Cpl
Clark, Larry R	\$3,219.00	\$37.14	\$32.54	\$69.68	Sgt
Copeland, Ronald A.	\$3,219.00	\$37.14	\$32.54	\$69.68	Sgt
Duppong, Clinton M.	\$3,012.00	\$34.75	\$30.45	\$65.20	Cpl
Fennwald, Michael P	\$2,925.00	\$33.75	\$29.57	\$63.32	Sgt
Fisher, Kevin M.	\$3,219.00	\$37.14	\$32.54	\$69.68	Sgt
Goodson, Matthew A.	\$2,441.00	\$28.17	\$24.68	\$52.84	Cpl
Hall, Tom L.	\$3,219.00	\$37.14	\$32.54	\$69.68	Sgt
Henry, Andrew A.	\$3,219.00	\$37.14	\$32.54	\$69.68	Sgt
Hoehn, Robert E.	\$3,219.00	\$37.14	\$32.54	\$69.68	Sgt
Holder, Steven A.	\$3,219.00	\$37.14	\$32.54	\$69.68	Sgt
Hubbs, Curtis W.	\$2,832.50	\$32.68	\$28.63	\$61.32	Tpr 1st Class
Johnson, Amye D	\$2,441.00	\$28.17	\$24.68	\$52.84	Cpl
Keathley, Jeremie L	\$2,591.00	\$29.90	\$26.19	\$56.09	Cpl
Kyle, Ronald D.	\$3,219.00	\$37.14	\$32.54	\$69.68	Sgt
Lee, Michael W	\$2,441.00	\$28.17	\$24.68	\$52.84	Cpl
Lejeune, Lonnie R.	\$3,012.00	\$34.75	\$30.45	\$65.20	Cpl
McDaniel, Douglas M.	\$3,219.00	\$37.14	\$32.54	\$69.68	Sgt
Michajliczenko, Alexander H.	\$2,750.00	\$31.73	\$27.80	\$59.53	Cpl
Moore, Bradley D.	\$3,219.00	\$37.14	\$32.54	\$69.68	Sgt
Oliveras, John A.	\$3,219.00	\$37.14	\$32.54	\$69.68	Sgt
Ray, Larry L.	\$2,232.00	\$25.75	\$22.56	\$48.32	Tpr 1st Class
Sarakas, Phillip G.	\$2,669.50	\$30.80	\$26.99	\$57.79	Tpr 1st Class
Schubert, Daniel W.	\$2,832.50	\$32.68	\$28.63	\$61.32	Tpr 1st Class
Starmer, Mark L	\$2,300.50	\$26.54	\$23.26	\$49.80	Tpr 1st Class
Tyler, Ralicia A.	\$2,167.50	\$25.01	\$21.91	\$46.92	Tpr
Veasman, Joseph A.	\$2,591.00	\$29.90	\$26.19	\$56.09	Cpl
Walker, Eddie J.	\$3,219.00	\$37.14	\$32.54	\$69.68	Sgt
Watson, Justin D.	\$2,832.50	\$32.68	\$28.63	\$61.32	Tpr 1st Class

\$ 2,116.54 /34 Officers=\$62.25

<u>Name</u>	<u>Salary</u>	<u>Hourly</u>	<u>Fringe</u>	<u>Total</u>	<u>Title</u>
Arbutnot, Christopher M.	\$2,591.00	\$29.90	\$26.19	\$56.09	Cpl
Barrett, Timothy A	\$2,300.50	\$26.54	\$23.26	\$49.80	Tpr 1st Class
Blankenship, Derek B.	\$2,103.50	\$24.27	\$21.26	\$45.53	Tpr 1st Class
Broniec, Matthew J.	\$3,219.00	\$37.14	\$32.54	\$69.68	Sgt
Bryan, Andrew L	\$3,012.00	\$34.75	\$30.45	\$65.20	Cpl
Conway, James E.	\$2,300.50	\$26.54	\$23.26	\$49.80	Tpr 1st Class
Cook, Craig A.	\$2,103.50	\$24.27	\$21.26	\$45.53	Tpr 1st Class
Creasey, Robert C.	\$2,441.00	\$28.17	\$24.68	\$52.84	Tpr 1st Class
Crockett, Bradley L.	\$2,300.50	\$26.54	\$23.26	\$49.80	Tpr 1st Class
Cunningham Steven W.	\$2,925.00	\$33.75	\$29.57	\$63.32	Sgt
DeClue, Lance D.	\$2,750.00	\$31.73	\$27.80	\$59.53	Cpl
Dillon, Jared L.	\$1,981.50	\$22.86	\$20.03	\$42.89	Tpr 1st Class
Doyle, Joshua B.	\$1,981.50	\$22.86	\$20.03	\$42.89	Tpr 1st Class
Ewigman, Lee C.	\$2,232.00	\$25.75	\$22.56	\$48.32	Tpr 1st Class
Fick, Timothy C.	\$1,981.50	\$22.86	\$20.03	\$42.89	Tpr 1st Class
Frame, Cody C.	\$2,103.50	\$24.27	\$21.26	\$45.53	Tpr 1st Class
Freeman, Matthew R.	\$1,924.00	\$22.20	\$19.45	\$41.65	Tpr 1st Class
George, James W.	\$2,832.50	\$32.68	\$28.63	\$61.32	Tpr 1st Class
Harrison, John M.	\$2,167.50	\$25.01	\$21.91	\$46.92	Tpr 1st Class
Hilliard, Jordan A.	\$2,042.50	\$23.57	\$20.65	\$44.21	Tpr 1st Class
Hutchings, Jacob L.	\$1,981.50	\$22.86	\$20.03	\$42.89	Tpr 1st Class
Johnson, Steven B.	\$2,591.00	\$29.90	\$26.19	\$56.09	Sgt
Karizamimba, Taremba	\$1,814.50	\$20.94	\$18.34	\$39.28	Tpr
Kessler, Eric R.	\$2,591.00	\$29.90	\$26.19	\$56.09	Cpl
Lange, Brian R.	\$2,591.00	\$29.90	\$26.19	\$56.09	Tpr 1st Class
Leathers, Jeffry S.	\$2,300.50	\$26.54	\$23.26	\$49.80	Tpr 1st Class
Lewis, Matthew J.	\$2,369.50	\$27.34	\$23.95	\$51.29	Tpr 1st Class
Long, Paul C.	\$2,300.50	\$26.54	\$23.26	\$49.80	Tpr 1st Class
Maudlin, Jeffrey D	\$2,232.00	\$25.75	\$22.56	\$48.32	Tpr 1st Class
Mason, Derek A	\$2,103.50	\$24.27	\$21.26	\$45.53	Tpr 1st Class
Moffat, Kevin	\$2,103.50	\$24.27	\$21.26	\$45.53	Tpr 1st Class
Morice, Matthew E.	\$2,750.00	\$31.73	\$27.80	\$59.53	Sgt
Oetting, Gary D.	\$2,832.50	\$32.68	\$28.63	\$61.32	Tpr 1st Class
Philpott, Mark A.	\$2,042.50	\$23.57	\$20.65	\$44.21	Tpr 1st Class
Porter, Cary F.	\$2,441.00	\$28.17	\$24.68	\$52.84	Cpl
Poulson, Adam W	\$2,591.00	\$29.90	\$26.19	\$56.09	Tpr 1st Class
Riley, Douglas W.	\$2,832.50	\$32.68	\$28.63	\$61.32	Tpr 1st Class
Ritter, Terrance B.	\$2,441.00	\$28.17	\$24.68	\$52.84	Cpl
Ryun, Beau M	\$1,981.50	\$22.86	\$20.03	\$42.89	Tpr 1st Class
Sanders, Lowell W.	\$2,832.50	\$32.68	\$28.63	\$61.32	Tpr 1st Class
Sevier, William B.	\$3,219.00	\$37.14	\$32.54	\$69.68	Sgt
Sims, Thomas G.	\$3,012.00	\$34.75	\$30.45	\$65.20	Cpl

Spring, Daniel A.	\$2,750.00	\$31.73	\$27.80	\$59.53	Cpl
Sullivan, Christopher J.	\$2,369.50	\$27.34	\$23.95	\$51.29	Cpl
Tesch, Gregory K.	\$2,232.00	\$25.75	\$22.56	\$48.32	Tpr 1st Class
Thompson, Ryan S.	\$2,925.00	\$33.75	\$29.57	\$63.32	Sgt
Tucker, Corey W.	\$3,012.00	\$34.75	\$30.45	\$65.20	Cpl
Turlington, Michael T	\$3,012.00	\$34.75	\$30.45	\$65.20	Cpl
Tyler, Ralicia A.	\$2,167.50	\$25.01	\$21.91	\$46.92	Tpr 1st Class
Van Meter, Joseph M.	\$2,042.50	\$23.57	\$20.65	\$44.21	Tpr 1st Class
Walker, Richard A.	\$2,832.50	\$32.68	\$28.63	\$61.32	Tpr 1st Class
Watson, Justin D.	\$2,832.50	\$32.68	\$28.63	\$61.32	Tpr 1st Class
Weddle, Greg A	\$3,012.00	\$34.75	\$30.45	\$65.20	Cpl

\$ 2,823.54 /53 Officers=\$53.27

INTER – OFFICE COMMUNICATION

To: Troop Commanders/Division Directors From: Captain Lance MacLaughlin - BPD
Subject: Changes in fringe benefit rates Date: 08/18/2017

Uniformed and civilian fringe benefit rates on payroll are changing for FY18, effective with the July 2017 payroll. These percentages can be used in fringe benefit calculations for hiring new employees, and/or paying overtime to existing employees.

EFFECTIVE WITH JULY 2017 PAYROLL:

FULL TIME SALARY – The fringe benefit percentage associated with hiring a new employee or paying the full time salary of any employee will be 87.76% for members and 87.76% for civilians. As always, this represents the total cost to the state, though not all of these fringe benefits are paid from the Patrol's budget.

STATE OVERTIME – The fringe benefit percentage associated with paying state funded overtime to an existing state funded employee will be 65.65% for members and 65.65% for civilians. Again, this represents the total cost to the state, though not all of these fringe benefits are paid from the Patrol's budget.

FEDERAL OVERTIME – The fringe benefit percentage associated with paying federally funded overtime to an existing state funded employee will be 81.59% for members and 81.59% for civilians. Again, this represents the total cost to the state, though not all of these fringe benefits are paid from the Patrol's budget.

These rates are slightly different than previous rates, so please ensure that the proper personnel under your command are provided with this information. There will be a change in the amount the state pays toward health insurance, effective January 1, 2018, and you will be notified of the new percentage as soon as that information is available. If you have any questions, please call Brent Miller at (573) 526-6162.

SAFETYNET
Inspection Summary of Violations Report
By Inspector

Tagged Records

Inspector Code	Total Inspections	Average Duration	OOS Violations		HM Violations		All Violations	
			Total	Per. Inspection	Total	Per. Inspection	Total	Per. Inspection
0111	29	60.00	10	0.34	0	0.00	42	1.45
0123	33	38.88	8	0.24	0	0.00	57	1.73
0132	37	53.19	15	0.41	0	0.00	99	2.68
0182	32	34.72	4	0.13	0	0.00	32	1.00
0187	44	57.00	43	0.98	0	0.00	178	4.05
0211	12	43.33	3	0.25	0	0.00	27	2.25
0230	274	50.27	401	1.46	3	0.01	1,762	6.43
0242	46	49.20	31	0.67	0	0.00	98	2.13
0301	32	47.31	11	0.34	0	0.00	54	1.69
0308	126	69.30	151	1.20	2	0.02	743	5.90
0357	45	24.40	0	0.00	0	0.00	25	0.56
0384	34	60.97	4	0.12	0	0.00	102	3.00
0395	90	29.90	90	1.00	0	0.00	257	2.86
0399	82	30.16	85	1.04	0	0.00	303	3.70
0410	35	44.77	27	0.77	0	0.00	62	1.77
0428	32	40.84	13	0.41	0	0.00	62	1.94
0470	206	40.24	163	0.79	30	0.15	777	3.77
0550	75	38.19	23	0.31	0	0.00	144	1.92
0562	110	56.86	9	0.08	5	0.05	93	0.85
0570	98	39.79	71	0.72	2	0.02	400	4.08
0660	7	30.57	2	0.29	0	0.00	6	0.86
0671	4	55.75	2	0.50	0	0.00	10	2.50
0711	52	27.98	27	0.52	1	0.02	151	2.90
0769	244	52.61	418	1.71	28	0.11	1,660	6.80
0803	40	48.15	35	0.88	0	0.00	150	3.75
0824	156	41.89	89	0.57	1	0.01	613	3.93
0838	87	26.13	206	2.37	5	0.06	868	9.98
0842	50	22.74	36	0.72	0	0.00	118	2.36
0900	82	66.63	49	0.60	6	0.07	277	3.38
0902	214	35.89	100	0.47	2	0.01	660	3.08
0915	63	45.05	33	0.52	0	0.00	197	3.13
0948	75	21.49	12	0.16	0	0.00	60	0.80
0959	70	47.69	25	0.36	0	0.00	107	1.53
1104	37	42.46	16	0.43	0	0.00	51	1.38
1223	32	32.44	1	0.03	0	0.00	14	0.44
1228	117	64.07	119	1.02	1	0.01	398	3.40
1236	48	49.52	27	0.56	9	0.19	101	2.10
W001	30	32.00	11	0.37	0	0.00	53	1.77
W002	2	41.00	0	0.00	0	0.00	0	0.00
W003	32	32.00	12	0.38	0	0.00	55	1.72
W004	32	27.94	8	0.25	0	0.00	18	0.56
W005	62	34.15	3	0.05	1	0.02	59	0.95
W006	3	36.67	1	0.33	0	0.00	1	0.33
W008	33	25.85	7	0.21	0	0.00	19	0.58
W010	59	38.71	7	0.12	0	0.00	41	0.69
W012	105	57.95	55	0.52	0	0.00	328	3.12
W013	209	58.33	107	0.51	3	0.01	705	3.37
W014	238	58.45	95	0.40	2	0.01	625	2.63

SAFETYNET
Inspection Summary of Violations Report
By Inspector

Inspector Code	Total Inspections	Average Duration	OOS Violations		HM Violations		All Violations	
			Total	Per. Inspection	Total	Per. Inspection	Total	Per. Inspection
W016	54	46.06	17	0.31	0	0.00	113	2.09
W017	200	52.04	250	1.25	9	0.05	1,368	6.84
W018	249	51.88	199	0.80	0	0.00	643	2.58
W024	99	45.67	102	1.03	4	0.04	410	4.14
W025	60	67.57	120	2.00	7	0.12	458	7.63
W026	60	27.33	17	0.28	3	0.05	158	2.63
W027	104	54.29	54	0.52	0	0.00	307	2.95
W028	176	53.94	144	0.82	1	0.01	621	3.53
W029	255	40.11	211	0.83	1	0.00	1,401	5.49
W030	37	62.03	30	0.81	14	0.38	115	3.11
W031	172	52.00	99	0.58	2	0.01	469	2.73
W032	253	41.73	183	0.72	12	0.05	1,185	4.68
W034	131	42.47	133	1.02	2	0.02	563	4.30
W035	73	35.47	55	0.75	0	0.00	215	2.95
W036	115	59.10	152	1.32	3	0.03	848	7.37
W037	187	46.75	32	0.17	1	0.01	238	1.27
W038	12	37.33	1	0.08	0	0.00	8	0.67
W039	31	59.35	23	0.74	0	0.00	116	3.74
W042	101	43.54	86	0.85	1	0.01	345	3.42
W043	7	34.71	0	0.00	0	0.00	0	0.00
W045	178	39.47	267	1.50	1	0.01	810	4.55
W047	135	28.38	86	0.64	0	0.00	373	2.76
W048	310	45.04	352	1.14	3	0.01	1,633	5.27
W049	65	33.15	17	0.26	0	0.00	80	1.23
W050	478	45.49	114	0.24	9	0.02	1,223	2.56
W051	73	28.47	10	0.14	1	0.01	64	0.88
W052	211	42.37	90	0.43	0	0.00	398	1.89
W056	76	59.71	61	0.80	0	0.00	282	3.71
W063	52	39.46	23	0.44	0	0.00	115	2.21
W066	47	35.85	8	0.17	0	0.00	41	0.87
W070	318	36.54	110	0.35	7	0.02	587	1.85
W101	110	73.02	139	1.26	1	0.01	671	6.10
W103	110	48.10	79	0.72	6	0.05	377	3.43
W104	113	39.42	67	0.59	0	0.00	308	2.73
W106	137	33.95	129	0.94	0	0.00	367	2.68
W107	349	52.22	185	0.53	0	0.00	995	2.85
W108	215	40.80	137	0.64	1	0.00	701	3.26
W109	53	50.58	19	0.36	1	0.02	56	1.06
W110	148	26.70	135	0.91	2	0.01	456	3.08
W111	140	46.61	118	0.84	1	0.01	498	3.56
W112	366	60.89	626	1.71	12	0.03	2,199	6.01
W113	770	46.15	626	0.81	54	0.07	3,007	3.91
W114	652	48.52	292	0.45	22	0.03	1,946	2.98
W115	80	56.89	56	0.70	0	0.00	240	3.00
W116	128	40.63	37	0.29	0	0.00	214	1.67
W118	120	45.01	62	0.52	0	0.00	224	1.87
W119	253	57.98	237	0.94	0	0.00	1,366	5.40
W120	280	52.28	163	0.58	0	0.00	925	3.30
W121	85	26.61	15	0.18	1	0.01	89	1.05

SAFETYNET
Inspection Summary of Violations Report
By Inspector

Inspector Code	Total Inspections	Average Duration	OOS Violations		HM Violations		All Violations	
			Total	Per. Inspection	Total	Per. Inspection	Total	Per. Inspection
W122	478	53.85	308	0.64	1	0.00	1,489	3.12
W123	739	51.52	159	0.22	0	0.00	1,737	2.35
W126	172	36.61	69	0.40	0	0.00	386	2.24
W127	50	33.32	6	0.12	0	0.00	71	1.42
W128	366	54.96	193	0.53	0	0.00	1,064	2.91
W129	120	50.43	80	0.67	19	0.16	394	3.28
W131	43	47.19	18	0.42	3	0.07	54	1.26
W132	261	48.73	224	0.86	0	0.00	1,512	5.79
W133	42	52.31	27	0.64	0	0.00	100	2.38
W134	214	41.04	196	0.92	1	0.00	777	3.63
W135	217	45.25	157	0.72	3	0.01	730	3.36
W136	98	87.04	53	0.54	2	0.02	321	3.28
W137	40	91.58	26	0.65	1	0.03	189	4.73
W138	240	66.68	353	1.47	1	0.00	1,382	5.76
W139	53	99.74	86	1.62	2	0.04	300	5.66
W140	660	31.77	526	0.80	13	0.02	2,061	3.12
W141	33	92.97	25	0.76	0	0.00	115	3.48
W142	133	70.36	52	0.39	0	0.00	364	2.74
W144	104	43.81	48	0.46	0	0.00	184	1.77
W145	30	63.23	25	0.83	2	0.07	155	5.17
W147	60	88.72	76	1.27	0	0.00	332	5.53
W148	389	61.04	388	1.00	9	0.02	1,618	4.16
W149	501	53.58	974	1.94	2	0.00	4,304	8.59
W150	362	59.14	482	1.33	4	0.01	2,792	7.71
W153	547	60.62	400	0.73	1	0.00	2,095	3.83
W158	57	53.42	22	0.39	0	0.00	179	3.14
W159	67	30.12	15	0.22	1	0.01	69	1.03
W162	90	44.32	42	0.47	0	0.00	171	1.90
W168	469	51.35	212	0.45	2	0.00	1,094	2.33
W174	530	52.52	344	0.65	0	0.00	1,783	3.36
W175	37	52.16	20	0.54	0	0.00	88	2.38
W182	77	36.47	55	0.71	6	0.08	237	3.08
W185	198	48.75	146	0.74	2	0.01	478	2.41
W189	643	45.83	364	0.57	3	0.00	2,761	4.29
W190	75	50.24	36	0.48	0	0.00	184	2.45
W191	547	58.31	580	1.06	41	0.07	3,131	5.72
W193	1	50.00	1	1.00	0	0.00	6	6.00
W196	691	57.94	129	0.19	1	0.00	1,710	2.47
W197	371	50.87	315	0.85	8	0.02	1,550	4.18
W198	96	65.55	117	1.22	0	0.00	456	4.75
W199	237	55.58	113	0.48	0	0.00	549	2.32
W203	245	58.31	172	0.70	1	0.00	786	3.21
W205	357	74.80	159	0.45	2	0.01	736	2.06
W206	60	38.57	31	0.52	3	0.05	246	4.10
W208	146	43.90	38	0.26	0	0.00	132	0.90
W209	62	69.40	79	1.27	0	0.00	388	6.26
W212	256	57.55	273	1.07	4	0.02	1,166	4.55
W215	357	56.79	259	0.73	2	0.01	2,161	6.05
W219	113	35.46	79	0.70	1	0.01	242	2.14

SAFETYNET
Inspection Summary of Violations Report
By Inspector

Inspector Code	Total Inspections	Average Duration	OOS Violations		HM Violations		All Violations	
			Total	Per. Inspection	Total	Per. Inspection	Total	Per. Inspection
W221	148	56.48	81	0.55	1	0.01	460	3.11
W227	452	63.76	268	0.59	27	0.06	1,287	2.85
W228	72	41.96	63	0.88	0	0.00	195	2.71
W229	323	52.54	377	1.17	1	0.00	1,759	5.45
W230	76	47.22	29	0.38	0	0.00	201	2.64
W231	206	55.91	124	0.60	0	0.00	358	1.74
W232	240	55.48	456	1.90	0	0.00	2,498	10.41
W233	52	36.67	17	0.33	2	0.04	55	1.06
W236	62	43.61	23	0.37	0	0.00	136	2.19
W239	185	46.39	132	0.71	0	0.00	543	2.94
W240	178	58.03	111	0.62	1	0.01	608	3.42
W241	17	47.06	4	0.24	0	0.00	18	1.06
W244	32	44.44	6	0.19	1	0.03	46	1.44
<hr/> <hr/> 25,860		<hr/> <hr/> 50.32	<hr/> <hr/> 19,076	<hr/> <hr/> 0.74	<hr/> <hr/> 457	<hr/> <hr/> 0.02	<hr/> <hr/> 95,481	<hr/> <hr/> 3.69

Records Selected: 25,860

SAFETYNET
Inspection Summary of Violations Report
By Inspector

Tagged Records

Inspector Code	Total Inspections	Average Duration	OOS Violations		HM Violations		All Violations	
			Total	Per. Inspection	Total	Per. Inspection	Total	Per. Inspection
0111	191	25.68	78	0.41	1	0.01	516	2.70
0123	44	33.34	3	0.07	1	0.02	27	0.61
0132	7	32.43	0	0.00	0	0.00	9	1.29
0182	120	28.54	23	0.19	3	0.03	170	1.42
0187	111	31.67	13	0.12	0	0.00	147	1.32
0211	127	28.46	56	0.44	0	0.00	373	2.94
0230	102	30.39	39	0.38	10	0.10	170	1.67
0242	105	38.01	28	0.27	0	0.00	193	1.84
0301	10	30.70	6	0.60	0	0.00	15	1.50
0308	140	30.90	45	0.32	1	0.01	227	1.62
0357	14	24.86	0	0.00	0	0.00	17	1.21
0395	104	27.46	64	0.62	0	0.00	262	2.52
0399	59	25.69	7	0.12	0	0.00	71	1.20
0410	99	35.74	73	0.74	7	0.07	223	2.25
0428	2	57.00	0	0.00	0	0.00	0	0.00
0470	129	28.31	41	0.32	35	0.27	213	1.65
0550	143	27.34	52	0.36	1	0.01	192	1.34
0562	378	32.75	43	0.11	6	0.02	621	1.64
0570	176	29.57	49	0.28	3	0.02	411	2.34
0660	17	35.65	2	0.12	0	0.00	9	0.53
0671	5	42.20	0	0.00	0	0.00	3	0.60
0711	64	35.20	22	0.34	1	0.02	108	1.69
0769	141	40.97	151	1.07	13	0.09	533	3.78
0803	64	36.91	26	0.41	5	0.08	140	2.19
0824	115	36.28	50	0.43	5	0.04	339	2.95
0838	127	21.91	94	0.74	9	0.07	567	4.46
0842	320	12.06	89	0.28	0	0.00	610	1.91
0884	6	31.33	0	0.00	0	0.00	4	0.67
0900	42	38.38	8	0.19	2	0.05	60	1.43
0902	118	28.14	36	0.31	0	0.00	246	2.08
0915	246	36.41	74	0.30	2	0.01	581	2.36
0948	163	21.34	14	0.09	0	0.00	117	0.72
0959	130	40.28	31	0.24	2	0.02	162	1.25
1104	80	29.56	16	0.20	0	0.00	62	0.78
1223	2	17.50	0	0.00	0	0.00	2	1.00
1228	164	49.43	76	0.46	2	0.01	274	1.67
1236	80	39.91	30	0.38	7	0.09	131	1.64
W001	8	25.63	1	0.13	1	0.13	1	0.13
W002	5	22.80	0	0.00	0	0.00	2	0.40
W003	12	26.67	5	0.42	0	0.00	12	1.00
W004	99	23.62	0	0.00	0	0.00	0	0.00
W005	216	30.47	42	0.19	0	0.00	178	0.82
W006	3	31.00	1	0.33	0	0.00	2	0.67
W008	10	28.90	0	0.00	0	0.00	0	0.00
W010	58	35.86	9	0.16	0	0.00	33	0.57
W012	337	42.72	75	0.22	5	0.01	508	1.51
W013	8	30.63	5	0.63	0	0.00	13	1.63
W014	16	49.75	6	0.38	2	0.13	36	2.25

SAFETYNET
Inspection Summary of Violations Report
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Inspector Code	Total Inspections	Average Duration	OOS Violations		HM Violations		All Violations	
			Total	Per. Inspection	Total	Per. Inspection	Total	Per. Inspection
W016	156	33.16	32	0.21	4	0.03	176	1.13
W017	193	34.41	112	0.58	14	0.07	654	3.39
W018	320	34.36	243	0.76	1	0.00	540	1.69
W024	82	35.96	51	0.62	5	0.06	162	1.98
W025	155	38.82	133	0.86	18	0.12	662	4.27
W026	221	21.87	57	0.26	2	0.01	483	2.19
W027	41	44.54	19	0.46	0	0.00	88	2.15
W028	301	36.99	238	0.79	0	0.00	538	1.79
W029	211	22.73	59	0.28	0	0.00	385	1.82
W030	37	40.14	16	0.43	8	0.22	56	1.51
W031	282	33.03	92	0.33	9	0.03	300	1.06
W032	218	35.61	98	0.45	20	0.09	662	3.04
W034	242	33.18	53	0.22	4	0.02	397	1.64
W035	67	30.93	25	0.37	2	0.03	110	1.64
W036	153	42.50	107	0.70	4	0.03	516	3.37
W037	381	28.51	76	0.20	0	0.00	257	0.67
W038	86	32.74	5	0.06	0	0.00	51	0.59
W039	5	37.00	2	0.40	0	0.00	5	1.00
W042	303	31.22	39	0.13	3	0.01	330	1.09
W045	144	26.73	203	1.41	7	0.05	361	2.51
W047	163	23.21	61	0.37	1	0.01	189	1.16
W048	65	32.06	30	0.46	16	0.25	133	2.05
W049	124	28.69	42	0.34	1	0.01	214	1.73
W050	1	30.00	1	1.00	0	0.00	1	1.00
W051	166	28.22	106	0.64	5	0.03	276	1.66
W052	37	34.95	6	0.16	2	0.05	40	1.08
W056	125	43.83	54	0.43	3	0.02	237	1.90
W063	133	28.80	21	0.16	0	0.00	126	0.95
W066	270	28.07	41	0.15	0	0.00	323	1.20
W070	19	31.32	11	0.58	4	0.21	40	2.11
W101	71	36.38	24	0.34	1	0.01	136	1.92
W103	228	34.37	55	0.24	5	0.02	448	1.96
W104	341	29.79	118	0.35	4	0.01	625	1.83
W106	184	27.92	328	1.78	2	0.01	515	2.80
W107	32	38.00	11	0.34	1	0.03	44	1.38
W108	109	29.88	66	0.61	3	0.03	205	1.88
W109	118	35.47	58	0.49	0	0.00	102	0.86
W110	165	24.59	69	0.42	1	0.01	235	1.42
W111	117	38.56	46	0.39	3	0.03	206	1.76
W112	251	39.12	112	0.45	21	0.08	432	1.72
W113	56	35.25	44	0.79	0	0.00	124	2.21
W114	9	37.56	3	0.33	1	0.11	20	2.22
W115	107	35.29	84	0.79	6	0.06	151	1.41
W116	216	36.41	64	0.30	5	0.02	310	1.44
W118	267	35.56	96	0.36	3	0.01	415	1.55
W119	85	38.95	33	0.39	1	0.01	231	2.72
W120	199	39.56	93	0.47	2	0.01	375	1.88
W121	194	29.60	37	0.19	3	0.02	184	0.95
W122	144	42.27	77	0.53	5	0.03	241	1.67

SAFETYNET
Inspection Summary of Violations Report
By Inspector

Inspector Code	Total Inspections	Average Duration	OOS Violations		HM Violations		All Violations	
			Total	Per. Inspection	Total	Per. Inspection	Total	Per. Inspection
W123	13	36.92	1	0.08	0	0.00	18	1.38
W126	120	43.41	33	0.28	7	0.06	160	1.33
W127	73	30.36	22	0.30	4	0.05	123	1.68
W128	33	43.42	21	0.64	0	0.00	59	1.79
W129	382	30.58	91	0.24	46	0.12	436	1.14
W131	97	37.47	36	0.37	2	0.02	88	0.91
W132	318	29.84	132	0.42	3	0.01	734	2.31
W133	62	31.27	6	0.10	0	0.00	32	0.52
W134	411	29.36	200	0.49	26	0.06	699	1.70
W135	450	33.56	174	0.39	34	0.08	815	1.81
W136	4	73.00	1	0.25	0	0.00	11	2.75
W137	5	52.60	0	0.00	0	0.00	1	0.20
W138	167	42.57	136	0.81	4	0.02	379	2.27
W139	65	73.57	40	0.62	6	0.09	181	2.78
W140	339	31.75	109	0.32	1	0.00	502	1.48
W141	35	76.77	25	0.71	11	0.31	112	3.20
W142	35	41.09	3	0.09	1	0.03	21	0.60
W144	78	27.31	76	0.97	1	0.01	129	1.65
W145	11	38.91	6	0.55	1	0.09	24	2.18
W147	11	46.73	2	0.18	0	0.00	23	2.09
W148	97	49.15	54	0.56	11	0.11	216	2.23
W149	384	31.26	258	0.67	10	0.03	1,001	2.61
W150	276	34.12	191	0.69	6	0.02	614	2.22
W153	85	57.09	74	0.87	3	0.04	239	2.81
W158	166	40.32	60	0.36	2	0.01	310	1.87
W159	155	25.97	30	0.19	0	0.00	186	1.20
W162	206	31.88	68	0.33	4	0.02	214	1.04
W168	33	37.06	21	0.64	0	0.00	59	1.79
W174	115	31.74	38	0.33	0	0.00	132	1.15
W175	2	49.00	1	0.50	0	0.00	6	3.00
W182	148	29.84	75	0.51	8	0.05	366	2.47
W185	319	33.13	201	0.63	0	0.00	392	1.23
W189	11	34.64	4	0.36	0	0.00	24	2.18
W190	202	35.63	98	0.49	3	0.01	372	1.84
W191	165	45.10	99	0.60	42	0.25	391	2.37
W193	17	35.35	17	1.00	1	0.06	35	2.06
W196	26	54.12	3	0.12	0	0.00	43	1.65
W197	109	39.97	79	0.72	17	0.16	281	2.58
W198	186	37.99	71	0.38	0	0.00	283	1.52
W199	193	39.23	43	0.22	1	0.01	217	1.12
W203	354	39.71	208	0.59	0	0.00	492	1.39
W205	305	54.50	78	0.26	2	0.01	457	1.50
W206	42	28.45	9	0.21	7	0.17	56	1.33
W208	306	19.33	60	0.20	1	0.00	123	0.40
W209	201	54.21	138	0.69	5	0.02	808	4.02
W212	108	34.19	65	0.60	0	0.00	207	1.92
W215	176	43.14	83	0.47	3	0.02	485	2.76
W219	244	33.60	67	0.27	0	0.00	335	1.37
W221	92	44.73	37	0.40	2	0.02	216	2.35

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SAFETYNET Inspection Summary of Violations Report By Inspector

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Inspector Code	Total Inspections	Average Duration	OOS Violations		HM Violations		All Violations	
			Total	Per. Inspection	Total	Per. Inspection	Total	Per. Inspection
W227	14	61.79	18	1.29	2	0.14	59	4.21
W228	342	30.17	353	1.03	0	0.00	567	1.66
W229	456	38.11	389	0.85	7	0.02	1,241	2.72
W230	125	41.54	69	0.55	5	0.04	331	2.65
W231	57	51.19	84	1.47	0	0.00	119	2.09
W232	235	36.97	224	0.95	6	0.03	732	3.11
W233	197	32.16	18	0.09	0	0.00	121	0.61
W236	123	42.17	67	0.54	1	0.01	229	1.86
W239	514	29.92	242	0.47	5	0.01	774	1.51
W240	91	44.38	66	0.73	0	0.00	214	2.35
W241	75	24.24	14	0.19	0	0.00	94	1.25
W244	177	32.01	23	0.13	1	0.01	283	1.60
W31	3	23.33	0	0.00	0	0.00	0	0.00
22,152		33.92	9,845	0.44	626	0.03	39,772	1.80

Records Selected: 22,152

SAFETYNET
Inspection Summary of Violations Report
By Inspector

Tagged Records

Inspector Code	Total Inspections	Average Duration	OOS Violations		HM Violations		All Violations	
			Total	Per. Inspection	Total	Per. Inspection	Total	Per. Inspection
0111	48	21.42	1	0.02	0	0.00	56	1.17
0123	14	25.79	1	0.07	0	0.00	6	0.43
0132	103	18.15	5	0.05	0	0.00	144	1.40
0182	132	19.27	2	0.02	0	0.00	33	0.25
0187	50	29.16	0	0.00	0	0.00	29	0.58
0211	25	20.60	0	0.00	0	0.00	21	0.84
0215	56	21.46	1	0.02	0	0.00	39	0.70
0224	121	22.62	4	0.03	0	0.00	44	0.36
0227	45	20.80	4	0.09	0	0.00	21	0.47
0230	24	32.71	4	0.17	0	0.00	45	1.88
0238	9	26.67	1	0.11	0	0.00	4	0.44
0242	98	26.37	1	0.01	0	0.00	36	0.37
0282	32	18.59	0	0.00	0	0.00	5	0.16
0301	30	21.63	2	0.07	0	0.00	14	0.47
0308	59	29.25	3	0.05	1	0.02	40	0.68
0323	10	39.80	0	0.00	0	0.00	12	1.20
0357	25	27.28	0	0.00	0	0.00	17	0.68
0371	33	31.42	7	0.21	0	0.00	25	0.76
0395	90	21.81	7	0.08	0	0.00	49	0.54
0399	179	21.38	4	0.02	0	0.00	90	0.50
0410	21	30.29	0	0.00	0	0.00	9	0.43
0469	39	22.67	1	0.03	0	0.00	49	1.26
0470	12	32.17	1	0.08	0	0.00	21	1.75
0472	42	30.19	1	0.02	0	0.00	20	0.48
0486	32	27.09	0	0.00	0	0.00	11	0.34
0499	33	29.42	2	0.06	0	0.00	31	0.94
0520	32	24.34	5	0.16	0	0.00	9	0.28
0526	34	26.85	2	0.06	0	0.00	35	1.03
0549	32	26.94	7	0.22	0	0.00	36	1.13
0550	188	20.78	19	0.10	0	0.00	91	0.48
0562	1	25.00	1	1.00	0	0.00	3	3.00
0570	120	26.58	2	0.02	0	0.00	60	0.50
0579	56	59.25	2	0.04	0	0.00	31	0.55
0589	51	28.10	6	0.12	0	0.00	30	0.59
0603	36	19.81	0	0.00	0	0.00	12	0.33
0606	28	14.68	0	0.00	0	0.00	8	0.29
0633	42	32.98	5	0.12	0	0.00	37	0.88
0642	32	17.16	0	0.00	0	0.00	2	0.06
0660	37	23.30	1	0.03	0	0.00	6	0.16
0672	52	25.60	3	0.06	0	0.00	63	1.21
0694	45	21.60	3	0.07	0	0.00	40	0.89
0711	76	16.88	1	0.01	0	0.00	23	0.30
0744	33	33.39	1	0.03	0	0.00	6	0.18
0745	7	25.57	0	0.00	0	0.00	1	0.14
0754	77	28.22	14	0.18	0	0.00	74	0.96
0769	33	36.94	23	0.70	0	0.00	69	2.09
0771	33	19.61	0	0.00	0	0.00	5	0.15
0782	32	31.94	2	0.06	0	0.00	10	0.31

SAFETYNET
Inspection Summary of Violations Report
By Inspector

Inspector Code	Total Inspections	Average Duration	OOS Violations		HM Violations		All Violations	
			Total	Per. Inspection	Total	Per. Inspection	Total	Per. Inspection
0787	33	31.33	4	0.12	0	0.00	38	1.15
0791	32	18.13	0	0.00	0	0.00	5	0.16
0797	32	23.94	0	0.00	0	0.00	15	0.47
0803	114	24.39	11	0.10	0	0.00	70	0.61
0805	107	33.64	12	0.11	0	0.00	134	1.25
0809	32	16.09	2	0.06	0	0.00	16	0.50
0817	32	17.44	1	0.03	0	0.00	20	0.63
0822	34	22.65	1	0.03	0	0.00	20	0.59
0824	139	21.67	6	0.04	0	0.00	90	0.65
0838	69	14.00	4	0.06	1	0.01	45	0.65
0842	31	9.19	0	0.00	0	0.00	10	0.32
0875	58	36.29	4	0.07	0	0.00	65	1.12
0881	16	21.25	0	0.00	0	0.00	22	1.38
0884	3	40.67	1	0.33	0	0.00	3	1.00
0890	58	30.36	10	0.17	0	0.00	37	0.64
0900	1	16.00	0	0.00	0	0.00	0	0.00
0902	122	23.28	18	0.15	0	0.00	160	1.31
0915	60	20.42	0	0.00	0	0.00	6	0.10
0918	40	22.80	3	0.08	0	0.00	21	0.53
0948	160	16.81	4	0.03	0	0.00	46	0.29
0959	100	33.13	3	0.03	0	0.00	75	0.75
0987	32	17.81	3	0.09	0	0.00	5	0.16
1104	210	23.27	2	0.01	0	0.00	22	0.10
1119	10	23.80	0	0.00	0	0.00	5	0.50
1120	35	42.09	0	0.00	0	0.00	44	1.26
1126	34	16.18	2	0.06	0	0.00	34	1.00
1128	32	34.59	0	0.00	0	0.00	4	0.13
1156	34	20.24	0	0.00	0	0.00	5	0.15
1173	36	18.03	2	0.06	0	0.00	5	0.14
1198	32	20.88	1	0.03	0	0.00	4	0.13
1228	46	40.61	1	0.02	0	0.00	32	0.70
1229	36	13.17	3	0.08	0	0.00	19	0.53
1236	93	32.63	6	0.06	0	0.00	92	0.99
1277	36	22.64	1	0.03	0	0.00	16	0.44
1329	32	19.03	0	0.00	0	0.00	1	0.03
1333	2	30.00	0	0.00	0	0.00	1	0.50
1342	32	20.72	4	0.13	0	0.00	9	0.28
1344	32	20.66	1	0.03	0	0.00	8	0.25
1349	34	32.62	10	0.29	0	0.00	28	0.82
1355	33	26.73	2	0.06	0	0.00	19	0.58
1360	38	27.26	2	0.05	0	0.00	49	1.29
1396	32	15.69	3	0.09	0	0.00	13	0.41
1446	16	21.50	3	0.19	0	0.00	13	0.81
W001	3	20.67	0	0.00	0	0.00	0	0.00
W002	17	20.29	0	0.00	0	0.00	4	0.24
W003	17	17.82	0	0.00	0	0.00	4	0.24
W004	2	29.00	0	0.00	0	0.00	0	0.00
W005	91	24.18	7	0.08	0	0.00	25	0.27
W006	12	23.17	1	0.08	0	0.00	3	0.25

SAFETYNET
Inspection Summary of Violations Report
By Inspector

Inspector Code	Total Inspections	Average Duration	OOS Violations		HM Violations		All Violations	
			Total	Per. Inspection	Total	Per. Inspection	Total	Per. Inspection
W010	409	21.29	4	0.01	0	0.00	158	0.39
W012	217	27.23	8	0.04	0	0.00	136	0.63
W013	99	23.70	3	0.03	0	0.00	38	0.38
W014	238	29.84	9	0.04	0	0.00	169	0.71
W016	290	22.56	18	0.06	0	0.00	193	0.67
W017	115	20.81	22	0.19	0	0.00	138	1.20
W018	153	22.56	2	0.01	0	0.00	111	0.73
W024	97	22.78	21	0.22	0	0.00	81	0.84
W025	139	26.26	18	0.13	1	0.01	154	1.11
W026	105	16.33	0	0.00	0	0.00	30	0.29
W027	69	31.17	11	0.16	0	0.00	80	1.16
W028	93	23.22	4	0.04	0	0.00	98	1.05
W029	143	13.42	13	0.09	0	0.00	78	0.55
W030	5	27.20	0	0.00	0	0.00	2	0.40
W031	138	26.61	3	0.02	0	0.00	92	0.67
W032	149	26.72	5	0.03	0	0.00	243	1.63
W034	97	20.61	1	0.01	0	0.00	32	0.33
W035	232	17.51	15	0.06	0	0.00	89	0.38
W036	32	31.09	6	0.19	0	0.00	45	1.41
W037	106	16.81	1	0.01	0	0.00	2	0.02
W038	46	29.54	0	0.00	0	0.00	0	0.00
W039	36	26.39	4	0.11	0	0.00	14	0.39
W042	202	18.74	10	0.05	0	0.00	75	0.37
W043	6	26.67	3	0.50	0	0.00	6	1.00
W045	218	17.41	38	0.17	0	0.00	367	1.68
W047	177	21.99	40	0.23	0	0.00	305	1.72
W048	268	14.82	16	0.06	0	0.00	193	0.72
W049	188	20.05	4	0.02	0	0.00	37	0.20
W050	167	17.86	1	0.01	0	0.00	30	0.18
W051	196	18.94	7	0.04	0	0.00	68	0.35
W052	169	23.44	9	0.05	0	0.00	116	0.69
W056	349	28.59	31	0.09	0	0.00	295	0.85
W063	108	22.49	2	0.02	0	0.00	7	0.06
W066	94	18.72	0	0.00	0	0.00	13	0.14
W070	285	23.17	16	0.06	0	0.00	342	1.20
W101	61	27.20	15	0.25	0	0.00	68	1.11
W103	129	19.53	6	0.05	0	0.00	50	0.39
W104	3	19.00	0	0.00	0	0.00	0	0.00
W106	214	15.32	36	0.17	1	0.00	306	1.43
W107	316	27.01	24	0.08	0	0.00	253	0.80
W108	106	18.88	7	0.07	0	0.00	108	1.02
W109	1	20.00	0	0.00	0	0.00	0	0.00
W110	146	20.99	7	0.05	0	0.00	121	0.83
W111	178	21.63	3	0.02	0	0.00	46	0.26
W112	224	23.41	53	0.24	0	0.00	136	0.61
W113	138	20.38	11	0.08	0	0.00	60	0.43
W114	141	24.76	11	0.08	0	0.00	74	0.52
W115	37	26.51	3	0.08	0	0.00	39	1.05
W116	374	22.43	27	0.07	0	0.00	294	0.79

SAFETYNET
Inspection Summary of Violations Report
By Inspector

Inspector Code	Total Inspections	Average Duration	OOS Violations		HM Violations		All Violations	
			Total	Per. Inspection	Total	Per. Inspection	Total	Per. Inspection
W118	641	21.51	21	0.03	0	0.00	277	0.43
W119	141	20.14	16	0.11	0	0.00	94	0.67
W120	121	29.07	13	0.11	0	0.00	116	0.96
W121	131	19.08	2	0.02	0	0.00	33	0.25
W122	180	30.05	14	0.08	0	0.00	149	0.83
W123	52	21.83	1	0.02	0	0.00	8	0.15
W126	105	30.61	7	0.07	0	0.00	93	0.89
W127	246	21.56	5	0.02	0	0.00	100	0.41
W128	312	29.51	25	0.08	0	0.00	262	0.84
W129	219	27.09	8	0.04	0	0.00	238	1.09
W131	137	25.28	8	0.06	0	0.00	82	0.60
W132	449	18.87	37	0.08	0	0.00	420	0.94
W133	169	19.97	1	0.01	0	0.00	57	0.34
W134	400	18.80	38	0.10	0	0.00	308	0.77
W135	450	20.23	48	0.11	0	0.00	371	0.82
W136	22	43.09	5	0.23	0	0.00	20	0.91
W137	9	44.67	1	0.11	0	0.00	6	0.67
W138	198	33.19	38	0.19	0	0.00	281	1.42
W139	61	48.00	7	0.11	0	0.00	39	0.64
W141	17	42.65	1	0.06	0	0.00	23	1.35
W142	96	34.76	5	0.05	0	0.00	86	0.90
W144	184	14.09	4	0.02	0	0.00	170	0.92
W145	27	21.96	5	0.19	0	0.00	25	0.93
W147	109	29.06	3	0.03	0	0.00	65	0.60
W148	387	22.68	18	0.05	0	0.00	249	0.64
W149	134	23.96	43	0.32	0	0.00	176	1.31
W150	121	22.50	19	0.16	0	0.00	119	0.98
W153	263	28.40	35	0.13	0	0.00	158	0.60
W158	656	22.69	42	0.06	0	0.00	294	0.45
W159	59	22.88	3	0.05	0	0.00	36	0.61
W162	625	19.30	26	0.04	0	0.00	167	0.27
W168	431	21.41	13	0.03	0	0.00	298	0.69
W174	269	24.77	2	0.01	0	0.00	198	0.74
W175	112	23.86	10	0.09	0	0.00	95	0.85
W182	136	24.39	14	0.10	0	0.00	58	0.43
W185	120	16.64	2	0.02	0	0.00	31	0.26
W189	171	20.12	12	0.07	0	0.00	79	0.46
W190	750	23.63	49	0.07	0	0.00	485	0.65
W191	255	23.76	35	0.14	0	0.00	343	1.35
W193	23	18.26	0	0.00	0	0.00	14	0.61
W196	7	43.29	2	0.29	0	0.00	7	1.00
W197	405	21.69	32	0.08	0	0.00	373	0.92
W198	168	24.53	8	0.05	0	0.00	54	0.32
W199	147	24.18	6	0.04	0	0.00	31	0.21
W203	174	32.02	4	0.02	0	0.00	154	0.89
W205	178	33.04	5	0.03	0	0.00	83	0.47
W206	82	14.59	7	0.09	0	0.00	42	0.51
W208	47	17.45	0	0.00	0	0.00	6	0.13
W209	534	32.60	61	0.11	0	0.00	664	1.24

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SAFETYNET
Inspection Summary of Violations Report
By Inspector

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Inspector Code	Total Inspections	Average Duration	OOS Violations		HM Violations		All Violations	
			Total	Per. Inspection	Total	Per. Inspection	Total	Per. Inspection
W212	135	28.26	8	0.06	0	0.00	148	1.10
W215	82	31.33	8	0.10	0	0.00	126	1.54
W219	86	30.55	4	0.05	0	0.00	47	0.55
W221	147	33.16	32	0.22	0	0.00	186	1.27
W227	248	29.29	17	0.07	0	0.00	120	0.48
W228	212	19.83	11	0.05	0	0.00	151	0.71
W229	105	14.30	6	0.06	0	0.00	23	0.22
W230	923	26.87	79	0.09	0	0.00	909	0.98
W231	230	23.38	9	0.04	0	0.00	185	0.80
W232	117	26.74	24	0.21	0	0.00	187	1.60
W233	48	29.56	2	0.04	0	0.00	8	0.17
W236	696	29.04	65	0.09	0	0.00	512	0.74
W239	39	20.85	0	0.00	0	0.00	19	0.49
W240	159	34.97	20	0.13	0	0.00	209	1.31
W241	11	24.09	1	0.09	0	0.00	8	0.73
W244	10	30.10	0	0.00	0	0.00	1	0.10
<hr/> <hr/> 26,252		<hr/> <hr/> 23.89	<hr/> <hr/> 1,882	<hr/> <hr/> 0.07	<hr/> <hr/> 4	<hr/> <hr/> 0.00	<hr/> <hr/> 18,652	<hr/> <hr/> 0.71

Records Selected: 26,252