

MONTANA

**Commercial Vehicle Safety Plan
for the
Federal Motor Carrier Safety Administration's
Motor Carrier Safety Assistance Program
Fiscal Years 2018 - 2020
Annual Update FY 2019**

Date of Approval: Jun 04, 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 (FY 2018 - 2020)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2018 - 2020)
- 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

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

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

Instructions:

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

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

The state did not make any changes to our CVSP. For some reason the E-CVSP system or human error has caused this section of Montana's multiyear CVSP to show Montana wanted to amend our CVSP during the 2019 application process. Again please note this is not the case and no changes have been made.

Montana Department of Transportation (MDT) Mission Statement

Our guiding mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment.

Motor Carrier Services Division (MCS) Mission Statement

The Motor Carrier Services Division protects Montana's and the Federal government's investment in Montana's highway system and assures the safety of the traveling public through customer service oriented regulation of the commercial motor carrier industry and enforcement of state and federal commercial motor carrier laws and regulations.

Montana Highway Patrol (MHP)

The Montana Highway Patrol (MHP) provides CMV traffic enforcement for Montana. The mission of the Montana Highway Patrol is to focus on safeguarding the lives, property, and constitutional rights of people traveling the ways of our State.

3 - MCSAP Structure Explanation

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

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

Instructions:

Briefly describe the 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 Montana Department of Transportation (MDT) is the lead MCSAP agency for Montana and the MCS (Motor Carrier Services) Division manages the program. MDT/MCS enforcement officers within the Enforcement Bureau conduct weigh station/POE driver and vehicle inspections at twelve continuously operated and thirteen intermittently operated weigh stations. In addition, MCS Patrol officers conduct driver and vehicle inspections at various other roadside locations across Montana. As a normal part of MCS enforcement procedures, officers routinely check drivers for alcohol usage, appropriate driving credentials, driver and vehicle out-of-service status, as well as carrier financial responsibility, operating authority and federal out-of-service status.

During each CVSA inspection, MCS officers utilize NLETS to verify the validity of the driver's CDL, and they are also trained to confirm the class of the CDL is correct for the CMV driven. Alcohol breath testing devices are issued to all MCS officers. All MCS officers are recertified annually in the detection and testing for alcohol.

In addition, nine MCSAP investigators within the Operations Bureau complete carrier investigations, as well as CMV inspections at various locations across the state. As of the date of this eCVSP submittal, the MCSAP section has six certified investigators. The MCSAP unit has 1 investigator currently working through the inspector certification process and this investigator is scheduled to complete the training and certification process by the end of the first quarter of FFY 2018. Two other MCSAP investigators have completed their carrier investigation class and are currently working through their carrier investigation training with a planned certification completion sometime during the second quarter of FFY 2018. The MCSAP team uses the Safety Management System (SMS) in the Activity Center for Enforcement (ACE) to identify intrastate and interstate carriers for investigation. During each investigation, MT investigators confirm and document financial responsibility for intrastate and interstate carriers. Montana's MCSAP investigators will continue to use off-site, onsite and comprehensive carrier investigations to confirm carrier compliance throughout the State during FFY 2018, 2019 & 2020. Montana's MCSAP work unit also utilizes FMCSA's New Entrant off-site computer program to conduct New Entrant Safety Audits throughout the State.

Over 210 Montana Highway Patrol officers enforce CMV traffic and drug and alcohol laws, in addition to CMV safety regulations. Currently, 55 of these MHP officers conduct level III driver inspections as the result of CMV traffic stops. During each CVSA inspection MHP (Montana Highway Patrol) officers utilize NLETS to verify and validate the driver's CDL, MHP officers are also trained to confirm the class of the CDL is correct for the CMV they are operating. MHP officers are trained in alcohol and drug interdiction as a normal part of their duties, and take appropriate enforcement action when detected. Since 2004, MHP has been sending officers to Desert Snow drug interdiction training and as of this draft plan approximately 130 officers have participated in the training. Over the last 2 years or so funding for the training has been limited. The MHP is now self-funding their officer training. To date approximately 12 officers have participated in the training during FFY 2017. All officers routinely check drivers for presence of alcohol and drugs during all CMV traffic enforcement stops and if necessary, take appropriate enforcement action and will continue during FFY 2018, 2019 & 2020.

4 - MCSAP Structure

Please review your State's MCSAP structure information. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

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

Instructions:

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:	MONTANA DEPARTMENT OF TRANSPORTATION/MOTOR CARRIER SERVICES
Enter total number of personnel participating in MCSAP activities	98
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	86
Traffic Enforcement Activities	0
Investigations*	9
Public Education and Awareness	9
Data Collection and Reporting	3
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	1
Total # of MCSAP Participating Personnel:	55

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 2018 - 2020 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

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

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

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 2012 - 2016

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: Large Truck Fatal Crashes per 100M VMT

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			
01/01/2016	12/31/2016	23	1.69	1.94
01/01/2015	12/31/2015	26	1.78	1.85
01/01/2014	12/31/2014	14	1.88	0.85
01/01/2013	12/31/2013	20	1.97	1.83
01/01/2012	12/31/2012	13	2.06	1.19

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: N/A

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

Montana did not set a passenger carrier crash reduction goal

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	0		
01/01/2015	12/31/2015	1		
01/01/2014	12/31/2014	0		
01/01/2013	12/31/2013	1		
01/01/2012	12/31/2012	2		

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: N/A

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

Montana did not set a HM carrier crash reduction goal

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	1		
01/01/2015	12/31/2015	1		
01/01/2014	12/31/2014	1		
01/01/2013	12/31/2013	0		
01/01/2012	12/31/2012	1		

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

SafetyNet is the main source for crash totals throughout this section. Montana's CMV miles traveled were provided by the MDT's Rail, Transit & Planning Division's Traffic by Sections report.

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

As with every state, the MDT/MCS continues to struggle with shrinking state budgets and high staff turnover rates. This has ultimately affecting Montana's ability to deliver a more effective CMV safety program.

Narrative Overview for FY 2018 - 2020**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.

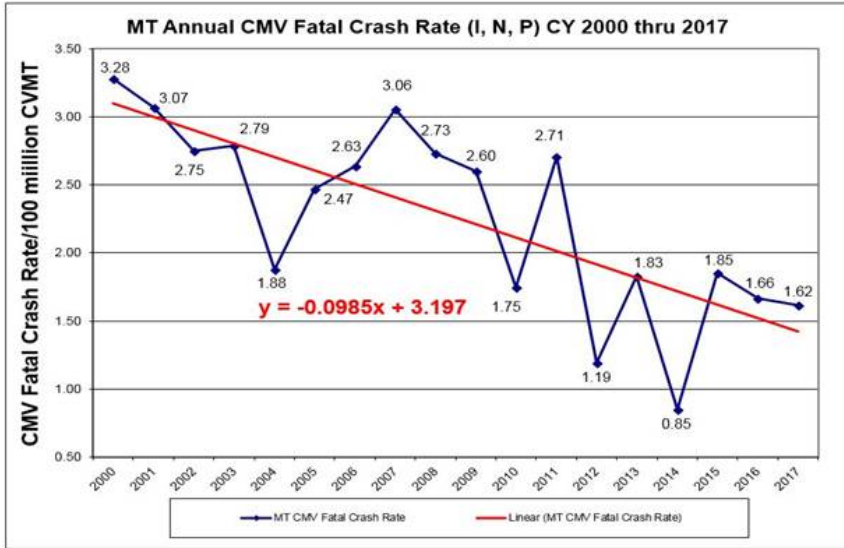
Since Montana was unable to update the Goal Measurement Table above, please find the updated Table immediately below. This table not only includes the actual "Outcome", using CY 2017 fatal crashes and VMT, but also the "Trendline Outcome" calculated using the linear trendline formula derived from the dataset that includes the CY 2017 fatal crash data. The "Trendline Outcomes" are also expressed in Large Truck Fatal Crashes/100 million commercial vehicle miles traveled. Also, during the review of the Large Truck Fatal Crashes table, the first table listed in this section above, Montana staff noticed an error in the Outcome rate for calendar year 2016. The table immediately below shows the corrected rate for CY 2016.

Montana continues to set no goals for either Motor Coach/Passenger Carriers or Hazardous Materials crashes. Since Montana was unable to update the fatalities for Motor Coach/Passenger or Hazardous Material crash tables above for the period of 01/01/2017 through 12/31/2017, the statewide fatalities associated with Motor Coach/Passenger Carriers were 3 and fatalities associated with HM crashes was 1.

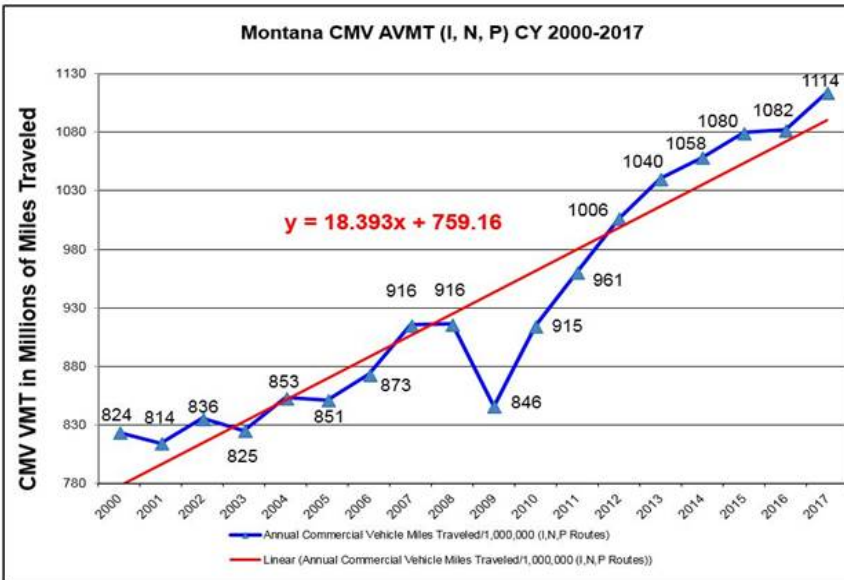
Montana Large Truck per 100 Million VMT					
Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome	Trendline Outcome
Begin Date	End Date				
01/01/2017	12/31/2017	20	1.50	1.62	1.42
01/01/2016	12/31/2016	21	1.60	1.66	1.52
01/01/2015	12/31/2015	26	1.69	1.85	1.62
01/01/2014	12/31/2014	14	1.78	0.85	1.72
01/01/2013	12/31/2013	20	1.88	1.83	1.82

More Graphs and Narrative Below

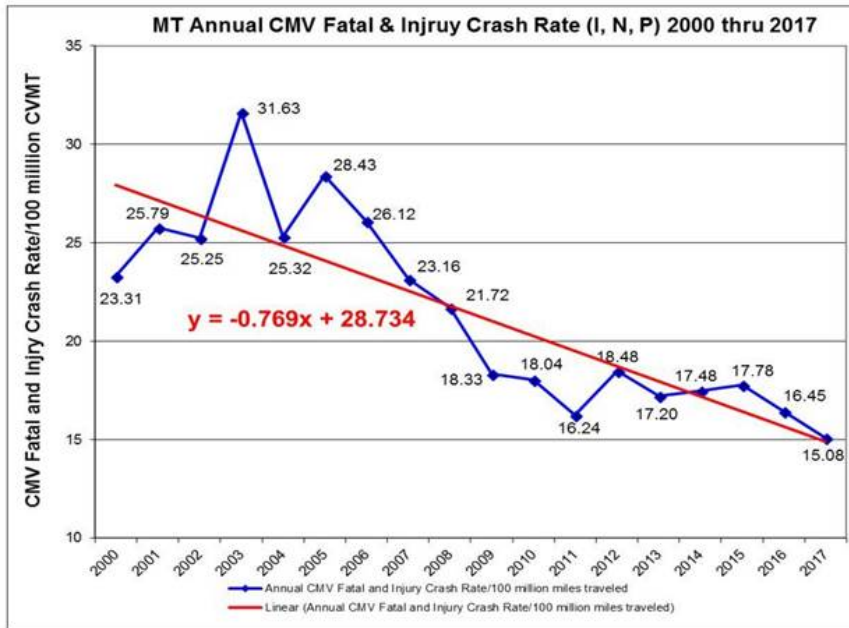
Graph 1



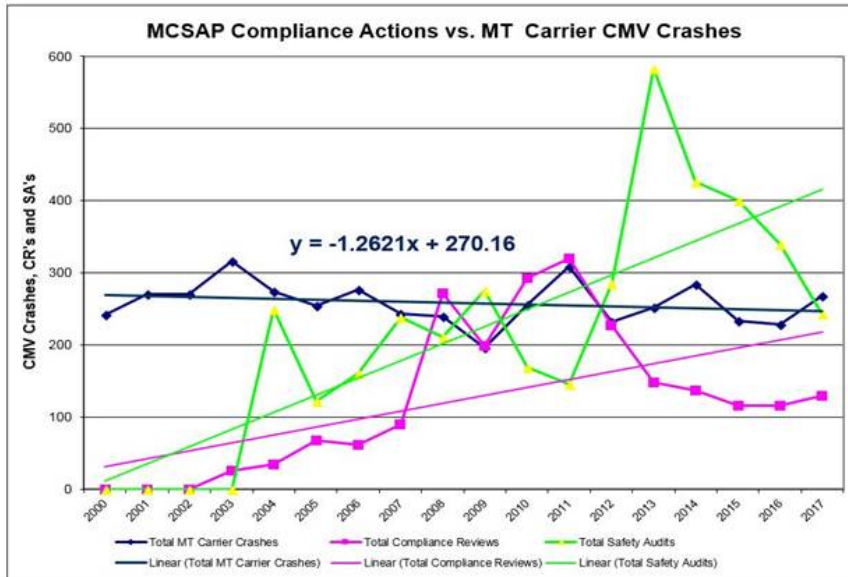
Graph 2



Graph 3



Graph 4



Graph 5

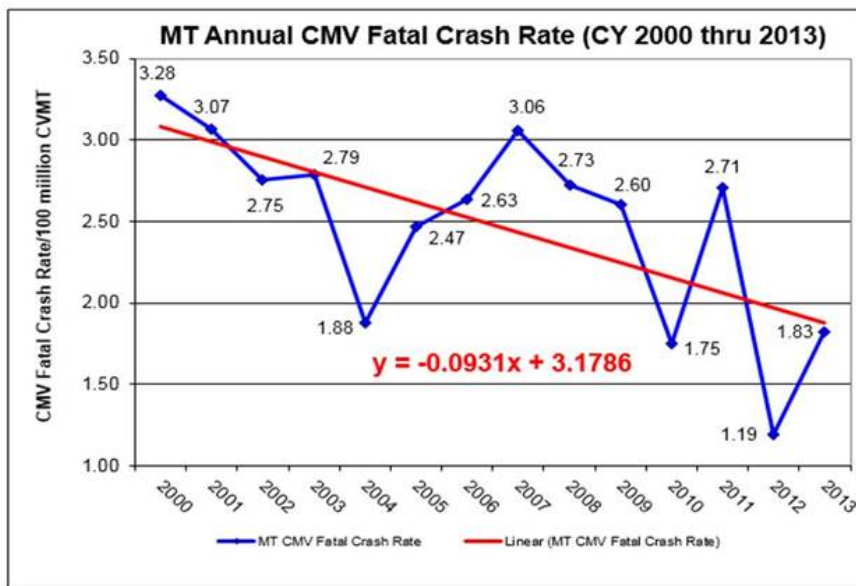


Table 1

2000 thru 2013 Fatal Crash Rate Trendline Values (Trendline equation = $-.0931 \times \text{Annual Intervals} + 3.1786$)														
Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
# CMV Fatal Crashes	27	25	23	23	16	21	23	25	25	22	16	26	12	19
Annual CMV VMT (X 1 Million)	824	814	836	825	853	851	873	916	916	846	915	961	1,006	1,040
CMV Fatal Crash Rate (Crashes/100 Million Miles traveled)	3.28	3.07	2.75	2.79	1.88	2.47	2.63	3.06	2.73	2.60	1.75	2.71	1.19	1.83
Rate Trendline (CMV crashes/100 million miles traveled)	3.0655	2.9924	2.8993	2.8062	2.7131	2.62	2.5269	2.4338	2.3407	2.2476	2.1545	2.0614	1.9683	1.8752

Table 2

2000 thru 2013 Fatal Crash Rate Trendline Values forecasted for 2014 thru 2020											
CY 2009	CY 2010	CY 2011	CY 2012	CY 2013	CY 2014	CY 2015	CY 2016	CY 2017	CY 2018	CY 2019	CY 2020
2.2476	2.1545	2.0614	1.9683	1.8752	1.7821	1.6890	1.5959	1.5028	1.4097	1.3166	1.2235
Equation Factors											
-0.0931		3.1786									

Montana's fatal

CMV crash rate continues to trend downward, as depicted in graph 1 above. The Montana Department of Transportation/Motor Carrier Services reviewed Montana's CMV fatal crash occurrences per 100 million miles traveled for calendar year 2017. The 2017 actual CMV fatal crash rate is 1.62 crashes/100 million miles traveled, which is higher than the multiyear goal established using the trendline formula and listed in Table 2, in red. However, please note that using the trendline formula in graph 1, calculated using 2017 CMV fatal crashes, the 2017 trendline CMV fatal crash rate would be calculated as follows: $-.0985 \times 18 \text{ Annual Intervals (years+1)} + 3.197 = 1.424$ CMV Fatal CMV crashes/100 million CMV miles traveled. This trendline fatal crash rate is lower than the trendline goal of 1.5028 fatal crashes listed for CY 2017 in table 2. This continued downward trend in crash rate indicates that Montana CMV safety activities are continuing to reduce CMV fatal crashes.

Table 1 above lists the # of fatal CMV crashes in Montana each calendar year from 2000 through 2013. Additionally, the table lists Commercial Vehicle Miles traveled statewide for the same period. The fatal crash rate each year is listed using the # fatal crashes/Commercial Vehicle Miles Traveled. A linear trendline was then calculated using the 14 intervals starting in 2000 and ending in 2013. The trendline formula was then used to calculate the projected crash rate each calendar year for 2014 through 2020, as listed in red text in Table 2. The projected crash rates are Montana fatal crash rate goals through calendar year 2020.

MCS has been using this review process for over 4 years to confirm our strategies and activities in our previous CVSP's continue to have a positive effect on Montana's CMV fatal crash reduction goals. MCS established a fatal crash reduction goal as it relates to a trend to establish a true picture of our crash reduction efforts over time. MCS

management updates the multiple graphs annually to include those shown above to support Montana's limited CMV enforcement resources are focusing on effective areas and activities to reduce CMV crashes. MCS management completes this process each year before developing Montana's annual CVSP.

Graph 2 shows Montana's CMV Miles Traveled continues to trend up over the same timeframe and as mentioned previously, Graph 1 shows fatal crash rates are trending down. Furthermore, Graph 3 illustrates the statewide reportable CMV Fatal and Injury crash dataset over the same timeframe. The trendline for the Fatal and Injury Crash dataset also indicates a significant downward trend, very much like the Fatal Crash data set.

Graph 4 shows the number of carrier investigations and safety audits completed on Montana domiciled Motor Carriers, both Interstate and Intrastate, from 2000 through 2017. In addition, the graph shows the number of crashes each year for Montana domiciled Motor Carriers. As depicted, in the graph, the outcome of Carrier investigations and New Entrant Safety Audits is a crash reduction in the number of CMV crashes associated with Montana Domiciled Motor Carriers as indicated by the trendline of the crash dataset.

Over the last 5 years Montana's MCSAP work unit has been experiencing a larger than normal turnover/vacancy rate. During this time frame, the number of certified staff has been as low as 5 of a full allocation of 9. The 5-year average vacancy or uncertified investigator rate of 33% (3 investigators). As of the end of the 2nd quarter of FFY 2018, 89% (8) of Montana's MCSAP investigation team were certified and all are completing Safety Audits and Carrier Investigations.

As of the end of the 3rd quarter of FFY 2018, Montana MCSAP work unit has 1 vacancy and 1 investigator attending the carrier investigation class as of this grant request. Motor Carrier Services anticipates filling the vacant position before the start of FFY 2019 and hopes our investigator working through the certification process, will become certified in the first quarter of FFY 2019. If the aforementioned goals are met, Montana will have 8 of 9 investigator working to confirm carrier compliance during FFY 2019. This will allow Montana to perform a greater number of carrier investigations during FFY 2019 verifying and or improving carrier compliance.

As stated in our opening remarks, graphs 1 shows Montana MCS Fatal Crash trendline continues downward while graph 2 depicts the continued increase of annual CMV miles traveled. As listed in Table 2, Montana crash rate goal for FFY 2015 (CY 2014) was 1.7821 CMV fatal crashes per 100 million miles traveled and projecting a multi-year goal using the same trendline established at that time, the FFY 2018 (CY 2017) goal is 1.5028 CMV fatal crashes per 100 million miles traveled.

To reiterate the status of Montana's CMV fatal crash goal, as illustrated in graph 1, the actual CMV fatal crash rate for CY 2017 is 1.62 per 100 million CMV miles traveled. While comparing this rate with the FFY 2018 (CY 2017) goal of 1.5028 in table 2, Montana does not appear to have met its goal. However, calculating the crash rate for CY 2017 using the trendline formula in graph 1 the CMV crash rate is 1.424 per 100 million CVM miles traveled, slightly lower than the FFY 2018 (CY 2017) goal of 1.5028 listed in table 2.

To achieve this goal, MCS will continue our efforts in carrier education, investigation, safety audits and roadside inspections to insure carrier safety and compliance with State laws and Federal regulations for interstate and intrastate carriers. MCS will continue to base Montana's annual fatal crash reductions goals derived from the formula using fatal crash data for the period of CY 2000 through CY 2013, as illustrated Graph 5 and listed in Table 1. Using the trendline formula, calendar year fatal crash rate goals were projected and listed in Table 2 above each year through 2020.

Enter the data source and capture date:

SafetyNet is the primary source for crash totals throughout this section. Our CMV miles traveled were provided by the MDT's Rail, Transit & Planning Division's Traffic by Sections report.

Projected Goal for FY 2018 - 2020:

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

Fiscal Year	Annual Crash Reduction Goals
2018	2
2019	1
2020	1

MCS did not choose to make a fatal crash goal for motor coach/passenger vehicles because Montana's fatal crash numbers are so small. As a critical element of Montana's overall CMV crash reduction strategy, MCS will continue our passenger carrier inspection activities and established crash review processes to confirm passenger carriers and motor coaches are compliant with applicable safety regulations. MCS crash reduction strategies have been used for the past five FFY's. MCS is confident our focused passenger carrier crash reduction strategies will have a significant effect on the overall number of passenger crashes in Montana, with the intent of indirectly reducing or preventing the number of fatal crashes. As with previous CVSP's MCS has not established an HM fatality or HM crash reduction goal. As a critical element of Montana's overall crash reduction strategy, MCS will continue our HM inspection activities and established crash review processes to confirm the safety compliance of HM carriers who were involved in crashes. Our process requires MCSAP management staff to review all crashes involving HM. The HM carrier's SMS scores along with the crash information are reviewed to confirm the carrier has favorable roadside score. If during the review of the carrier's roadside performance MCS determines the carrier has failed to comply with applicable regulations, the MCSAP manager assigns the carrier to a MCSAP investigator for a comprehensive investigation.

Program Activities for FY 2018 - 2020: 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.

Montana's inspections, safety audits carrier investigations and carrier education programs listed throughout our multi year plan are all developed to reduce CMV crashes. Montana conducts these activities in an effort to meet our goal as stated above.

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.

Montana's MCSAP Manager will continue to utilize FMCSA's approved quarterly reporting forms to report activity status, outcomes and grant expenses no later than 30 days after the end of each federal fiscal quarter during the multi year reporting cycle.

3 - Roadside Inspections

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

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

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2018 - 2020.

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 2012 - 2016

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	4551	5056	4926	4813	4609
Level 2: Walk-Around	11410	13298	15067	16996	17244
Level 3: Driver-Only	20937	20940	21146	20153	16456
Level 4: Special Inspections					9
Level 5: Vehicle-Only	191	202	199	304	224
Level 6: Radioactive Materials					
Total	37089	39496	41338	42266	38542

Narrative Overview for FY 2018 - 2020

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.

The state did not make any changes to our CVSP. For some reason the E-CVSP system or human error has caused this section of Montana's multiyear CVSP to show Montana wanted to amend our CVSP during the 2019 application process. Again please note this is not the case and no changes have been made.

Approximately seventy seven MCS Enforcement officers operate seventeen weigh stations continuously and thirteen weigh stations intermittently. Furthermore, twenty five MCS officers operate mobile vehicles across the state. In addition, 5 Captains and 3 Lieutenants conduct safety inspections to maintain their Level 1 certification.

Currently five weigh station sites are equipped with a prescreening system called 360 SmartView, which includes USDOT and License Plate readers (cameras) and infrared axle, tire and wheel screening subsystems. New within the last year, 360 SmartView is now connected to Montana's OS/OW permitting system. 360 SmartView Mobile, the manual version of 360 SmartView is Montana's CVIEW and is used to screen CMV for safety compliance and operating credential at all non automated weigh stations and mobile patrol officer at the roadside. Using the licence plate number and jurisdiction and/or USDOT number this system checks operating credentials and motor carrier safety information and pushes vehicle registration and carrier fuel license status and carrier inspection and safety scores to the officer as the CMV approaches the weigh platform or roadside inspection area.

Safety, credentials and when equipped, wheel, brake and tire information is used by officers to identify high-risk carriers, vehicles and drivers for inspection. Screening checks include federal out-of-service checks. Officers use the infrared system to identify CMVs with possible unsafe brakes, wheel bearings and tires as they approach the weigh stations. The seventy seven MCS officers working in the weigh station and in mobile vehicles complete inspections and various other duties related to the weigh station operations, such as size weight enforcement, OS/OW permitting and registration/fuel tax verification. Approximately fifteen percent of MCS officer's time is dedicated motor carrier safety (MCSAP related activities).

In April of 2017 MCS conducted ELD training meeting with all MCS officers, statewide . The course was taught by our NTC certified A&B Master inspection instructor. As of this application MCS management continues to review the most efficient and cost effective way to outfit our inspection teams with the ability to receive ELD information at the roadside during inspection for our fixed and roving inspection teams.

Nine MCSAP investigators participate in roadside inspections in various locations around the state. In addition to roadside inspections, MCSAP investigators complete level V inspection as part of their carrier investigation process.

Montana utilizes the Montana Highway Patrol to conduct CMV traffic enforcement with inspection throughout Montana. Montana utilizes state funds to pay for the Montana Highway Patrol activities during each FFY. The Montana Highway Patrol and MCS work with an FMCSA approved memorandum of understanding that states the Montana Highway Patrol will conduct 3000 level III inspection each FFY.

Montana's MCSAP Manager will continue to utilize FMCSAs approved quarterly reporting forms to advise activity status, out comes and grant expenses 30 days after the end of each federal fiscal quarter during the 2018, 2019 and 2020 FFY.

Projected Goals for FY 2018 - 2020

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2018 - 2020. 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: MONTANA DEPARTMENT OF TRANSPORTATION/MOTOR CARRIER SERVICES

Enter the total number of certified personnel in the Lead agency: 86

Projected Goals for FY 2019 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6000	716	80	6796	18.75%
Level 2: Walk-Around	11320	266	0	11586	31.96%
Level 3: Driver-Only	17000	266	30	17296	47.71%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	451		123	574	1.58%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Lead Agency	34771	1248	233	36252	

MCSAP subrecipient agency

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

You have not entered any subrecipient information. Visit Part 1, MCSAP Structure to add subrecipient information.

Non-Funded Agencies

Total number of agencies:	1
Enter the total number of non-funded certified officers:	55
Enter the total number of inspections projected for FY 2019:	3000

Summary

Projected Goals for FY 2019 - Roadside Inspections Summary

Projected Goals for FY 2019 Summary for All Agencies					
MCSAP Lead Agency: MONTANA DEPARTMENT OF TRANSPORTATION/MOTOR CARRIER SERVICES					
# certified personnel: 86					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 1					
# certified personnel: 55					
# projected inspections: 3000					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6000	716	80	6796	18.75%
Level 2: Walk-Around	11320	266	0	11586	31.96%
Level 3: Driver-Only	17000	266	30	17296	47.71%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	451		123	574	1.58%
Level 6: Radioactive Materials				0	0.00%
Total ALL Agencies	34771	1248	233	36252	

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.

According to the FMCSA/NTSB Large Truck Crash Causation Study of 2006, 87% of the 141,000 truck related crashes studied, the first causal factor was driver related issues. However, only 10% were related to the vehicle being the first causal factor. See "LTCCS Crash Summary" document attached through the eCVSP under "State Documents". As such, Montana's program focuses on contacting more drivers to assure less likelihood of crashes associated with driver related causal factors. MCS's statistics indicated that Level I inspections take 60 minutes on average, Level II 40 minutes and Level III 20 minutes. Therefore, Montana safety inspectors can conduct 3 times as many Level III and 2 times as many Level II as Level 1 inspections allowing more contact with the drivers, the highest factor associated with CMV crash causation.

Projected Goals for FY 2019 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	34771	0	3000	37771
Enter total number of certified personnel	86	0	0	86
Projected Goals for FY 2020 Roadside Inspections				
Enter total number of projected inspections	34771	0	3000	37771
Enter total number of certified personnel	86	0	0	86

4 - Investigations

Please review your State's investigation goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

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

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 2012 - 2016

Investigative Types - Interstate	2012	2013	2014	2015	2016
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	12	0	0	0	0
CSA Off-Site	28	0	0	0	0
CSA On-Site Focused/Focused CR	26	25	2	5	6
CSA On-Site Comprehensive	24	15	75	45	32
Total Investigations	90	40	77	50	38
Total Security Contact Reviews	7	9	0	1	5
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2012	2013	2014	2015	2016
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	1	0	0	0	0
CSA On-Site Focused/Focused CR	28	3	1	0	1
CSA On-Site Comprehensive	153	75	51	51	46
Total Investigations	182	78	52	51	47
Total Security Contact Reviews	4	1	1	0	2
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2018 - 2020**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 2018 - 2020

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2018 - 2020.

Projected Goals for FY 2018 - 2020 - Investigations						
Investigation Type	FY 2018		FY 2019		FY 2020	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	2	0	1	0	1	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	12	15	14	17	14	17
CSA On-Site Focused/Focused CR	6	8	8	10	8	10
CSA On-Site Comprehensive	50	60	55	65	55	65
Total Investigations	70	83	78	92	78	92
Total Security Contact Reviews	14	14	14	14	14	14
Total Terminal Investigations	5	0	5	0	5	0

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

The state did not make any changes to our CVSP. For some reason the E-CVSP system or human error has caused this section of Montana's multiyear CVSP to show Montana wanted to amend our CVSP during the 2019 application process. Again please note this is not the case and no changes have been made.

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

The state did not make any changes to our CVSP. For some reason the E-CVSP system or human error has caused this section of Montana's multiyear CVSP to show Montana wanted to amend our CVSP during the 2019 application process. Again please note this is not the case and no changes have been made.

Montana's MCSAP work unit has been an active participant as a 100% CSA (Compliance, Safety, Accountability) state since 2009. Montana utilizes ACE (Activity Center for Enforcement) system to identify at-risk or deficient Montana-based motor carriers in operation. The carriers identified are assigned to one of our 9 MCSAP investigators. As of the date of this grant application, MCS/MCSAP has 1 investigator who is in the process of completing his CMV carrier investigation certifications. In addition, the MCSAP unit currently has two additional MCSAP investigator who have attended NTC carrier investigation training and are in the process of completing Montana's FMCSA approved carrier investigation certification process. All interstate and intrastate investigations conducted by State investigators are in full compliance with the CSA model. As of this application Montana, along with our FMCSA partners, have no MAP21 passenger carrier or high risk investigations that are past due. MCS has utilized Montana's ARM (Administrative Rules of Montana) process to adopted CMV CFR's to include 49 CFR 385 for all intrastate carriers.

As a result of the adoption of CFR 385, carriers who receive a proposed unsatisfactory rating as a result of the carrier investigation are now placed out-of-service, utilizing FMCSA's time tables based on carrier type. Montana also follows the same process regarding carrier upgrade requests for intrastate carriers. Carriers must provide proof of compliance with the CFR's or State laws discovered and noted in carrier investigations.

Montana will conduct 153 various types of investigations on interstate and intrastate commercial carrier investigations as identified through ACE system during each FFY (2018, 2019 & 2020). MCS will identify at-risk interstate/intrastate carriers for investigation, determine appropriate type of intervention, prioritize carrier list; assign carrier interventions to Safety Investigators (SI's); conduct, report and track interventions.

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.

Motor Carrier Services MCSAP management team implemented carrier investigation review process for all Montana carrier investigations completed by state SIs. This review process was employed in 2010. Our review process involves a review of carrier basics, investigation notes, confirmation that all red flagged drivers are investigated, EFOTM investigation numbers are followed, the correct violations are noted & recommendation to the carrier are written specifically to the carrier under investigation.

In addition to our review process, MCS management reviews our fatal crash goals annually and compares how our completed investigations effected our fatal crash trends.

Montana's MCSAP Manager will continue to utilize FMCSA's approved quarterly reporting forms to advise activity status, outcomes and grant expenses 30 days after the end of each federal fiscal quarter during the 2018, 2019 and 2020 FFY.

5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

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

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 2012 - 2016

Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2015	09/30/2016	1671	403
10/01/2014	09/30/2015	1669	468
10/01/2013	09/30/2014	2464	772
10/01/2012	09/30/2013	2490	1046
10/01/2011	09/30/2012	2771	1171

☒ 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.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2015	09/30/2016	62	142
10/01/2014	09/30/2015	3	3
10/01/2013	09/30/2014	32	41
10/01/2012	09/30/2013	27	33
10/01/2011	09/30/2012	20	39

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

SafetyNet was used to complete inspection history information. Non-CMV contact and citation information was collected from documents filled out during TACT enforcement specials.

Narrative Overview for FY 2018 - 2020

Instructions:

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

The state did not make any changes to our CVSP. For some reason the E-CVSP system or human error has caused this section of Montana's multiyear CVSP to show Montana wanted to amend our CVSP during the 2019 application process. Again please note this is not the case and no changes have been made.

CMV Traffic enforcement with inspection in Montana is provided by approximately 55 MHP (Montana Highway Patrol), as MHP is the only state agency with traffic enforcement authority. MDT utilizes the cost of MHP's MCSAP activities as part of the programs state match. Statewide, MHP officers conduct Level III inspections on CMV drivers as a result of traffic stops. The MHP also works traffic enforcement special operations with MCS conducting TACT-like operations in multiple high crash corridors throughout the state. All of Montana's TACT-like events have and will continue to be conducted between 07:00 and 17:00, the highest traffic volume period of the day. The total number of MHP officers participating in these specials has varied from as few as 2 officers to as many as 5.

Projected Goals for FY 2018 - 2020

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018 - 2020. 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 2018	FY 2019	FY 2020
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	3000	3000	3000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection			
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	40	40	40
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	35	35	35

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
39252	170	200	39622	38160

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

The MCSAP manager will continue to report the number of CMV traffic enforcement stops with inspection completed at the end of each quarter of the FFY. Using FMCSA approved forms during FFYs 2018, 2019 & 2020. The MCSAP manager will also utilize these same report forms to describe non-CMV traffic enforcement special events and outcomes after they are conducted each FFY quarter.

6 - Safety Technology

Please verify your State's safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

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

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	No

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: MDT/MCS

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency: MDT/MCS

Narrative Overview for FY 2018 - 2020

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.

Not applicable, as Montana is both ITD Core and PRISM compliant.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to implement full participation

in PRISM.

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.

7 - Public Education and Outreach

Please review the description of your State's public education and outreach activities, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

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

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 2012 - 2016

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

Public Education and Outreach Activities	2012	2013	2014	2015	2016
Carrier Safety Talks	11	16	10	9	17
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings		2	10	7	2
State-Sponsored Outreach Events					
Local Educational Safety Events					
Teen Safety Events		2	4	1	

Narrative Overview for FY 2018 - 2020

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 safely initiatives. Include the number of personnel that will be participating in this effort.

The state did not make any changes to our CVSP. For some reason the E-CVSP system or human error has caused this section of Montana's multiyear CVSP to show Montana wanted to amend our CVSP during the 2019 application process. Again please note this is not the case and no changes have been made.

MCS has conducted motor carrier training seminars throughout the State for the past 8 FFY's. We have provided training to approximately 950 carriers who have attended these seminars. Typically, the audience consisted of owners, safety personnel and managers. Depending on location and topic MCS utilizes MCSAP personnel, MCS officers or a combination of both to provide the training. In addition to providing attendees with general carrier safety requirements, we also provide them with details about the SMS carrier and driver scoring system. MCS training staff also direct carriers to web sites that can provide them with additional information regarding safety regulations and requirements. During some of these sessions, carriers have donated facilities to conduct training. We have also utilized carrier's CMV's to support the training efforts. We have used the CMV's to review and demonstrate load securement regulations. MCS has also developed and implemented a carrier training request log. MCSAP staff use this log to track and later contact carriers who have requested training. Montana plans to continue educating carriers regarding how compliance with the safety regulations can save lives, improve public safety and increase a carrier's bottom line using the following program elements:

Establish locations, dates and topics to educate carriers throughout the year.

Utilize a booklet titled "Getting Started." This booklet is not only intended to educate "startup" carriers, both Interstate and Intrastate, but also to keep established carriers up-to-date with applicable safety regulations, laws and administrative rules.

Continue to provide the Share the Road class (No-Zone program) as resources allow.

MCS intends to continue utilizing these three program elements to improve carrier safety compliance in Montana. Montana's "Getting Started" booklet will be available to all Montana-based carriers through printed form, internet and CD's (Compact Disc). MCS plans to print 200 booklets and CD's and report to FMCSA the number of publications distributed.

In addition, MCS will continue to inform and update carriers about the safety regulations, laws and rules by conducting training workshops at 8 locations statewide. As resources allow, these classes will be offered to all carriers and to associations representing specific carrier types. MDT MCS Operations Bureau MCSAP team continues to attend Comprehensive Highway Safety Plan (CHSP) meetings with the MDT Planning Division. During these meetings, CVSP strategies are discussed and consider within the state's CHSP (Comprehensive Highway Safety Plan) emphasis areas. MDT implements these plans to reduce CMV crashes throughout the state.

In addition, MCS will continue inform and update carriers about the safety regulations, laws and rules by conducting training workshops at 8 locations statewide. As resources allow, these classes will be offered to all carriers and to associations representing specific carrier types. MDT MCS Operations Bureau MCSAP team continues to attend Comprehensive Highway Safety Plan (CHSP) meetings with the MDT Planning Division. During these meetings, CVSP strategies are discussed, along with CHSP (Comprehensive Highway Safety Plan) emphasis areas. MDT implements these plans to reduce CMV crashes throughout the state.

Program Activity Plan 1: Conduct 8 PE&A (Public Education and Awareness) workshops for motor carriers and industry associations throughout the state. Use these seminars to inform owners and safety personal of the safety regulations that apply to their specific operation and how these regulations can help save lives and money.

Program Activity Plan 2: MCS will also distribute the "Getting Started" booklet to new and established intrastate motor carriers, either by hard copy, CD or online, as appropriate.

Program Activity Plan 3: Provide Share the Road and No-Zone training to driver education students in high school throughout the state. To do this MCS will continue to work with OPI (Office of Public Instruction), Motor Carriers of Montana and carriers throughout Montana to line up equipment and trainers as needed.

Projected Goals for FY 2018 - 2020

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 2018	FY 2019	FY 2020
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	4	4	4
<input type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach			
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2	2	2
<input type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events			
<input type="radio"/>	<input type="radio"/>	Local Educational Safety Events			
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	2	2	2

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

Performance Measurement Plan 1: The MCSAP Manager will report the number of carriers attending safety training classes, the number of state trucking association meetings and the number of public education and awareness sessions. MCS will also request the attending industry participants to fill out a survey at the end of each safety training class to assist in understanding how we might improve the curriculum for future classes.

The information will be reported in the FFY 2018, 2019 and 2020 4th quarter's CVSP reports.

Performance Measurement Plan 2: The total number of "Getting Started" booklets and CD's distributed during FFY 2017.

MCSAP Manager will report the total number of booklets and CD's distributed during FFY 2018, 2019 and 2020 4th quarter's CVSP reports.

Performance Measurement Plan 3: The total number of Share the Road and No-Zone classes conducted in Montana during FFY 2018, 2019 and 2020.

MCSAP Manager will report the total number of Share the Road and No-Zone classes conducted during FFY 2018, 2019 and 2020 4th quarter's CVSP reports.

8 - State Safety Data Quality (SSDQ)

Please verify your State's SSDQ compliance levels and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

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

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	Yes

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 2018 - 2020.

SSDQ Category	Current SSDQ Rating	Goal for FY 2018	Goal for FY 2019	Goal for FY 2020
Crash Record Completeness	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

A&I Data current as of May 26, 2017. The state did not make any changes to our CVSP. For some reason the E-CVSP system or human error has caused this section of Montana's multiyear CVSP to show Montana wanted to amend our CVSP during the 2019 application process. Again please note that Montana made no changes to this element.

Narrative Overview for FY 2018 - 2020

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.

Montana's overall SSDQ status has been all green or good and has remained as such for over the past 5 years. MCS has a dedicated SafetyNet manager who monitors accuracy and timeliness of all Montana safety inspections and CMV crash reports and as necessary notifies enforcement officers and investigators of timeliness issues, making corrections to reports as necessary. Montana's data daily and the SSDQ status on a weekly basis. MCS will continue to use this resource along with MCS management team to maintain our

green/good rating throughout during FFY 2018, 2019 and 2020. As a result of MDT/MCS assigned resources allocated to monitoring our data and our overall 5 year track record of green or good status we will not establish any new Data Quality strategies in our 2018 through 2020 CVSP.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

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.

9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

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

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 type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2012 - 2016

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

New Entrant Safety Audits	2012	2013	2014	2015	2016
Interstate	244	274	436	159	177
Intrastate	0	0	0	0	0
Total Audits	244	274	436	159	177

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 2018 - 2020

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

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 2018 - 2020

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 2018 - 2020 - New Entrant Safety Audits						
	FY 2018		FY 2019		FY 2020	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	25	0	25	0	25	0
# of Safety Audits (Offsite)	175	0	175	0	175	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	200	0	200	0	200	0
# of Non-Audit Resolutions	0	0	0	0	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 state did not make any changes to our CVSP. For some reason the E-CVSP system or human error has caused this section of Montana's multiyear CVSP to show Montana wanted to amend our CVSP during the 2019 application process. Again please note this is not the case and no changes have been made.

Montana's NE Safety Audit Program is an important part of Montana's Commercial Motor Carrier safety program. Montana anticipates all our inspection team will be trained and certified to perform SAs no later than the beginning of the 3rd quarter of FFY 2018. Montana's inspectors have been strategically located throughout the State to help improve service and control costs. The MCSAP work unit will have nine (9) inspectors certified to perform Safety Audits by the 3rd quarter of FFY 2018. During FFY 2018, 2019 and 2020 the MCSAP work unit will continue to maintain the certification of 9 MCSAP inspectors during FFY 2018, 2019 and 2020. The State of Montana will continue to complete all SAs assigned within 12 months (120 days for passenger carriers) as resources allow.

MCS FFY 2018, 2019 & 2020 New Entrant priorities are:

- Maintain SA certification for nine MCSAP Inspectors/Auditors
- Complete all interstate New Entrant Safety Audits on time. (12 months for interstate carriers 120 days for interstate passenger carriers)
- Complete 200 Safety Audits per FFY (2018, 2019 & 2020)

Activity Plan for FY 2018 - 2020: 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.

Program Activity 1: MCSAP Field Supervisor will monitor and review SI performance each FFY quarter to confirm Montana's MCSAP investigators are on track to maintain their Safety Audit certification.

Program Activity 2: Montana's MCSAP Manager will run quarterly reports from A&I to confirm all interstate Safety Audits are completed on time (12 months for interstate carriers 120 days for interstate passenger carriers)

Program Activity 3: Montana's MCSAP Manager will review the number of Safety Audits completed each quarter of the FFY to confirm Montana is on track to complete 200 SAs per year.

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

Performance Measurement Plan 1: The MCSAP manager will report the progress of SI performance as it relates to Safety Audit certification in the 2nd and 4th quarterly reports of FFYS 2018, 2019 and 2020.

Performance Measurement Plan 2: The MCSAP manager will report any late Safety Audits each quarterly report of FFY 2018, 2019 and 2020. If an overdue Safety Audit is discovered the resolution will be reported in each FFY quarterly report during 2018, 2019 and 2020.

Performance Measurement Plan 3: The MCSAP manager will report the total number of Safety Audits completed in the 4th quarter report of each FFY 2018, 2019 and 2020. If the State fails the goal of 200 Safety Audits the MCSAP Manager will provide an explanation and possible resolution for the short coming in this same update.

10 - Border Enforcement

Please review the agency responsible for conducting Border Enforcement activities and your State's objectives, goals, strategies, activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

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

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

Trend Analysis for 2012 - 2016

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

Inspection Types	2013	2014	2015	2016	2017
Level 1: Full	247	142	400	334	406
Level 2: Walk-Around	1523	1044	1416	1682	3459
Level 3: Driver-Only	3470	2365	1948	2769	1740
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	0	0	0	0	0
Level 6: Radioactive Materials	0	0	0	0	0
Total	5240	3551	3764	4785	5605

Narrative Overview for FY 2018 - 2020

☐ The State chooses not to engage in border enforcement activities in FY 0. If this box is checked, no additional narrative is necessary in this section.

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

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

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

Check all objectives that apply (minimum of 1):

☐ **Objective 1: International Motorcoach Inspections** - Facilitate the conducting of inspections of motorcoaches engaged in international commerce at bus stations, terminals, border crossings, maintenance facilities, destination locations, or other locations where a motor carrier may make a planned stop (excluding a weigh station). For FY 2018, FMCSA encourages States to examine their data on international motorcoach activity and use that data to establish reasonable goals that will result in an appropriate level of motorcoach-focused activities. States must justify the goals set and provide the data

or data source references.

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

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

Projected Goals for FY 2018 - 2020

Summarize projected border enforcement activities in the table below.

Note: All non-international commerce inspections conducted should be included in the Driver Vehicle Inspections section of the CVSP, and not be indicated as BEG inspections on the inspection report which is uploaded into ASPEN

Projected Goals for FY 2018 - 2020 - Border Enforcement			
	FY 2018	FY 2019	FY 2020
Number of International Commerce Regular CMV	4255	4255	4255
Number of International Commerce HM	240	240	240
Number of International Commerce Passenger	5	5	5
Total International Commerce Inspections	4500	4500	4500
Number of Fixed Facility International Inspections	1760	1760	1760
Number of Non-Fixed Facility International Inspections	2640	2640	2640
Traffic Enforcement	100	100	100
Strike Force Activities (CMVs)	2	2	2
Strike Force Activities (Passenger CMVs)	0	0	0

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

The state did not make any changes to our Border Enforcement Plan during the 2019 application process. Only the international crash data has been updated thru June 2018.

The goal of the BEG program is to reduce the number and severity of crashes, injuries, and fatalities involving international CMV's. Montana will continue to increase the safety on state and federal highways by conducting safety inspections and credential checks on CMV's crossing Montana's northern border. This will primarily be a Montana/Canada border program to ensure that motor carriers and drivers operating CMVs entering the United States from Canada are in compliance with U.S. CMV safety standards and regulations, and registration requirements.

Montana shares a roughly 600-mile-long border with Canada and has 13 manned border stations. Focusing on CMV's entering and exiting the United States is challenging with limited resources and the vast area Montana Department of Transportation (MDT) enforcement officers have to cover. MDT has an agreement with Coutts Canada, where MDT officers work the Coutts weigh station. The weigh station is located just north of the Canadian Border beyond the termination of Interstate 15 as Sweet Grass Montana. The Coutts/Sweet Grass port is the busiest port of entry between Montana and Canada. MDT patrol officers use "A" and "B" sites between the Canadian border and US 2 to safety inspect International CMVs south of the border at the remaining port of entries. MDT patrol officers also focus inspections on other corridors where International CMVs travel.

Below is a table of the Canadian based carrier crashes on routes in Montana. I-15 and I-90 are the routes that have historically had the majority of International crashes. Montana intends to focus special activities on the I-15 and I-90 routes to reduce the number of International crashes.

Route	2013	2014	2015	2016	2017	2018
Great Falls - Billings	2	2	4	2	1	2
US 287	0	1	5	0	2	0

Boulder - Dillon	4	4	2	0	1	2
US 2	1	1	2	4	0	0
I-15	18	15	13	29	23	17
I-90	7	13	19	11	20	8
Other Routes	10	9	8	10	15	7
Total Routes	42	45	53	56	62	36

June 2018 MT SafetyNet

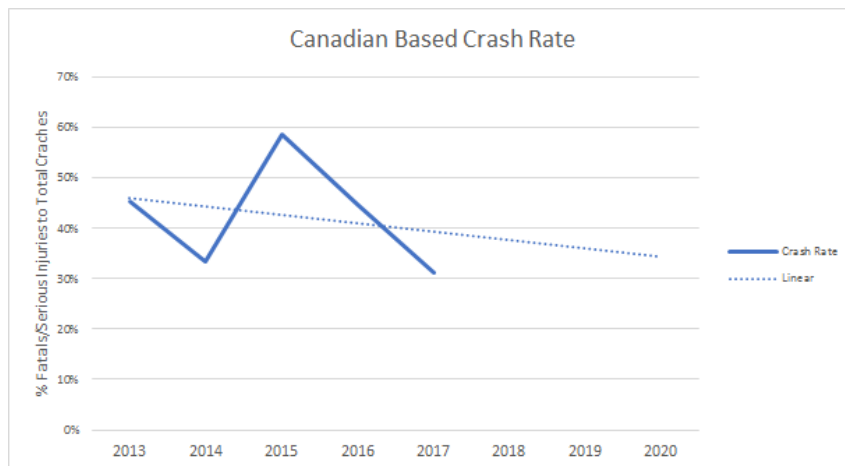
The table below lists the causal factors for Canadian based carrier crashes in Montana. The FMCSA 2006 report to Congress on the Large Truck Crash Causation Study found that the major reason for CMV crashes was caused by driver error. In the analysis below, in Calendar year 2017, 72% of the Canadian based crashes were driver error. Montana believes that level 2 and 3 inspections are critical in reducing CMV crashes. MDT enforcement officers will conduct driver inspections while doing a walk around the vehicle. Based on the data to support driver inspections, we have adjusted our projected international inspection goals from 4,400 in FFY 2017 to 4,500 in FFY 2018. Although Canadian based carrier crashes were up significantly in FFY 2015, as shown in the chart below, FMCSA reduced Montana's BEG funding in half that year which in turn reduced our BEG activities and likely a contributing factor in the increase in crashes.

Canadian Based Crash Causal Factor	Calendar Year					
	2013	2014	2015	2016	2017	2018
Driver Error	28	32	29	34	45	27
Vehicle Error	0	3	1	3	2	1
Other Vehicle Error	7	6	16	9	9	6
Animal Collisions	7	4	7	10	6	2
*Weather a Factor	12	21	17	21	24	16
Total Crashes	42	45	53	56	62	36

* Includes all crashes

June 2018 SafetyNet

By focusing additional enforcement patrol and Courts officers on border and international corridors, Montana's goal is to reduce serious injuries and fatalities per international CMV crashes from 58.5% in 2015 to 34.2% in 2020. Montana program managers believe that the reduction in Montana's BEG funding and subsequent reduction in enforcement activities during FFY 2015, is a contributing factor for the increase in international crashes during the same time period. Graph 1 shows Montana's serious injuries and fatalities per crash and the table below shows the crash rate trend.



Canadian Based	Calendar Year				Projected			
	2013	2014	2015	2016	2017	2018	2019	2020
Crashes	42	45	53	56	62	36		
Fatalities	1	0	2	6	4	0		
Serious Injuries	18	15	29	19	17	4		
Fatalities/Injuries	19	15	31	25	21	4		

Fatalities/Injuries per Crash	45.2%	33.3%	58.5%	44.6%	40.9%	37.6%	35.9%	34.2%
Actual					33.9%	11.1%		

June 2018 Safetynet

Strategies:

Goal #1, Strategy #1, Conduct CMV inspections and CDL checks within the BEG corridor and identified routes.

Goal #1, Strategy #2, Continue to operate VPOE's (Virtual Ports-of-Entry). Use information collected at other Montana WIM (Weigh-In-Motion) sites within the BEG related corridors. Montana has purchased 2 safety screening trailers using ECVISN funding to be used at remote locations.

Challenges or Impediments:

One of the biggest challenges Montana faces with the border enforcement program is keeping a full staff of officers that are certified to do inspections in order to reach program goals. Montana plans to mitigate this challenge by using other CVSA certified patrol and enforcement officers to reach program inspections goals.

Activity Plan for FY 2018 - 2020: Describe the specific activities planned to reach border enforcement goals.

Over the life of this grant, MDT will conduct CVSA safety inspections on CMV's, motor coaches and commercial vehicle drivers entering or leaving Montana from or to Canada within Montana's BEG corridors. Additionally, MDT will conduct CVSA inspections and credential checks on highways identified to have high international CMV traffic. Furthermore, CMV's will be screened and processed through various federal and state safety systems and databases to detect and report credential and safety violations.

The table below shows personnel involved in Montana's BEG project. More detailed information is included in the budget section.

Personnel Type	Number	Total FTE
Coutts CMV Inspectors	4	0.6
Patrol CMV Inspectors	6	5.7
Special Enforcement CMV Inspectors	28	1
Administrative	1	0.8

MDT will increase the total number of targeted international inspections and commercial drivers' license (CDL)/operating authority/financial responsibility to 4,500.

The following tables summarize the strategies for each of the goals.

Goal #1, Strategy #1, Conduct CMV inspections and CDL checks within the BEG corridor and identified routes.

Time Frame	Proposed Activity	Locations	Responsible Party	Level of Effort
Award date +, Ongoing, Assigned staff is expected to perform daily activities	Perform 4,500 CMV inspections within the BEG corridor and identified routes. 275 Level 1 2,720 Level 2 1,500 Level 3	The US Hwy 2 Corridor with all port of entry, I-15, I-90 and I-94 US 287 from Twin Bridges to West Yellowstone, MT 3 Great Falls to Billings, MT 69 55 & 41 Boulder to Dillon, US 191 Malta to Big Timber and US 93 Kalispell to Missoula	Administrative Assistant, Enforcement Bureau Chief, and area Captains	8.1 FTE
Award date +, Ongoing, Assigned	Conduct 5 bus inspections	Glacier National Park, Coutts, motor carrier terminals, border crossings,	Administrative Assistant, Enforcement	8.1 FTE

staff is expected to perform daily activities		motor carrier maintenance facilities, and other destinations.	Bureau Chief, and area Captains	
Award date +, Staff will be assigned during the Federal Fiscal Year	Conduct 2 Special Enforcement operations on international corridors.	The US Hwy 2 Corridor with all ports of entry, I-15, I-90 and, US 287 from Twin Bridges to West Yellowstone, MT 3 Great Falls to Billings, MT 69 55 & 41 Boulder to Dillon, US 191 Malta to Big Timber and US 93 Kalispell to Missoula	Administrative Assistant, Enforcement Bureau Chief, and area Captains	1.5 FTE

Goal #1, Strategy #2, Continue to operate VPOE's (Virtual Ports-of-Entry). Use information collected at other Montana WIM (Weigh-In-Motion) sites within the BEG related corridors. Montana has purchased 2 safety screening trailers using ECVISN funding to be used at remote locations.

Time Frame	Proposed Activity	Locations	Responsible Party
Award date +, Ongoing, Assigned staff is expected to perform daily activities	Remotely monitor and detect safety issues and conduct onsite enforcement activities based on system output.	Ports of Morgan and Wild Horse. Additional sites are Cameron US 287, Helena I-15, and Sidney MT 16 at WIM sites. Also other non WIM remote locations to check for credentials.	Administrative Assistant, Enforcement and Operations Bureau Chiefs, and area captains

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

Goal #1, Strategy #1, Conduct CMV inspections and CDL checks within the BEG corridor and identified routes.

The Administrative Assistant will track each employee's number of foreign inspections and report to the Enforcement Bureau Chief and area Captains on a monthly basis. Each of the area Captains will review the inspection information with the officers as part of their monthly performance review. MDT will evaluate whether they have met the above goal activities at the end of the Federal Fiscal year.

MDT will also set a target of 5 motor coach inspections. Due to the low volume of bus activity on the border and the requirements of the FAST Act excluding weigh station inspections, MDT believes the 5 motor coach inspections are a much more reasonable goal, considering the very low number of international motor coach crossings along Montana's border with Canada.

Goal #1, Strategy #2, Continue to operate VPOE's (Virtual Ports-of-Entry). Use information collected at other Montana WIM (Weigh-In-Motion) sites within the BEG related corridors. Montana has acquired and currently operates and maintains 2 safety screening mobile trailers using ECVISN funding to be used at remote locations. Where appropriate, MCS patrol officers intend to use these mobile screening units to assist them in identifying CMV's operating internationally.

The Administrative Assistant will track violations on the VPOE systems on a monthly basis and push the information out to the Enforcement Bureau Chief and officers that are scheduled to work BEG roadways. The Enforcement Bureau Chief and officers scheduled to work the sites have access to the VPOE's via Internet to view actual events, real-time. The MCS Operations Bureau Chief will oversee the budget and technology aspects of the BEG grant and the MCS Enforcement Bureau Chief will champion the enforcement aspects. The BEG administrative support staff member will coordinate, schedule and report all project activities. The MCS Operations Bureau Chief will assure that BEG quarterly status and financial reports are submitted to FMCSA by the 15th day of the month following the end of a each quarter and FFY. MDT will establish methods to collect and report information collected at the additional safety screening trailers purchased through an EVISN grant.

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. Specific goals and activities must be projected for the three fiscal year period (FYs 2018 - 2020).

1 - Enforcement of Federal OOS Orders during Roadside Activities

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

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

Instructions:

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.

2 - Passenger Carrier Enforcement

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

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

Instructions:

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.

Narrative Overview for FY 2018 - 2020

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

Montana's Passenger carrier vehicle crash average numbers over the last 5 calendar years remains at 37 as reported in our 2017 CVSP. (Source: SafetyNet Report). Another review of passenger crashes was completed by MCS management staff in preparation for our 2018 multi-year CVSP. The results of the review were the same as previous years, passenger carrier crash reviews. During the last 5 years over 45% of all passenger carrier vehicle crashes within Montana involve student transportation carriers and government owned student transportation while operating in a home-to- school, school-to-home operation. The review of calendar year 2017 passenger vehicle crashes listed in SafetyNet to date revealed over 75% of the crashes that occurred in Montana where either student transportation in a home to school/school to home operation or government owned transit carriers operating within a city.

During FFY 2017 to date, Montana investigators have completed comprehensive carrier investigations on all MAP21 passenger carriers in the state. During this same time period Montana investigators have completed carrier investigations on 5 home to school/school to home passenger carriers. MCS continues other efforts to reduce the student Transportation crashes. MCS has conducted five education and awareness training class with Montana's Student Transportation association, educating drivers and managers about the safety regulations that apply to their type of operation. It should be noted Montana MCSAP investigators participated in enhanced investigation training during FFY 2016 and will use the techniques learned when completing passenger carrier investigations in Montana.

During FFY 2017, MCS conducted multiple passenger carrier inspections at the carrier's places of business. These inspections are conducted announced and unannounced throughout Montana. As of the date of this grant application, MCS inspection teams have conducted 2 inspection events at the carrier's place of business and will continue these types of passenger carrier inspections.

During our multi-year CVSP, MCS will use our resources to improve roadside compliance of passenger carriers in the state and affect change in the crash trend through passenger carrier investigations. MCS officers and inspectors will continue to ensure passenger carrier compliance using standard vehicle inspections and carrier investigations. MCS will also participate in FMCSA passenger inspection specials as resources allow.

Projected Goals for FY 2018 - 2020: Enter the performance goal for the three year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2018,

2019 and 2020 must also be included.

Performance goal 1: MCS will perform a minimum of 300 motor coach inspections in order to maintain passenger vehicle CVSA certification of 9 MCS officers and 6 MCSAP inspectors and confirm roadside compliance as resources allow, each FFY of the 2018 thru 2020 multi-year eCVSP.

Performance goal 2: MCS Enforcement will schedule and conduct 2 motor coach destination special enforcement operations each FFY of the 2018 thru 2020 multi-year eCVSP.

Performance goal 3: Complete three at-risk passenger carrier interventions as resources allow during each FFY of the 2018 thru 2020 multi-year eCVSP.

Performance goal 4: Continue to complete all MAP-21 passenger carrier investigations within the 3-year time frame as mandated by congress each FFY of the 2018 thru 2020 multiyear eCVSP.

Program Activities for FY 2018 - 2020: Provide additional information regarding how these activities will be implemented.

Activity 1: Confirm passenger carrier driver and vehicle compliance completing level 1 & 5 vehicle inspections during FFYs 2018 thru 2020.

Activity 2: Schedule and implement 2 passenger vehicle inspection specials in high passenger vehicle traffic areas during FFYs 2018 thru 2020.

Activity 3: Utilize information from FMCSA investigation software (ACE) in conjunction with information gained during roadside inspection, to identify and assign at least 3 at risk passenger carrier investigations during FFYs 2018 thru 2020.

Activity 4: Review A&I reports and assign as needed all Montana based MAP-21 passenger carrier within 3 years during FFYs 2018 thru 2020

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

Performance measure 1: The total number of passenger vehicle inspections completed during FFYs 2018 thru 2020.

MCSAP Manager will report the total number of inspection completed by MCS inspection teams in the 2nd and 4th quarter CVSP reports during FFYS 2018 thru 2020.

Performance measure 2: The total number of passenger carrier inspection specials conducted during FFYs 2018 thru 2020. To include the total number of inspections and a list of violation discovered.

MCSAP Manager will report the total number of passenger vehicle inspections specials. The report will include total number of vehicle inspected and the type of violations discovered. This information will be submitted at the end of each of the FFYs 2018 thru 2020 4th quarter report.

Performance measure 3: The total number of at risk passenger carrier investigations completed during FFYs 2018 thru 2020.

MCSAP Manager will report the total number of passenger carrier investigations completed by MCSAP investigators in the 2nd and 4th quarter CVSP reports during FFYS 2018 thru 2020.

Performance measure 4: Complete all MAP-21 carrier investigation within 3 years as mandated by law.

The MCSAP manager will report Montana's MAP-21 carrier investigation status in the 2nd and 4th quarter CVSP reports during FFYS 2018 thru 2020.

3 - State Specific Objectives – Past

No updates are required for this section.

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.

Program Activity 1: Utilize MHP and MCS personnel to conduct at least 1 TACT-like event in each of the targeted counties during FFY 2017.

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

Program Activity Measure 1: The number of TACT-like operations conducted during FFY 2017. The MCSAP manager will report the number of Non-CMV and CMV contacts made during the TACT event. In addition, the MCSAP manager will also report the outcome of the contacts, the number and type of citations or warnings given during each event.

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

Program Activity Status 1: During the first quarter of FFY 2017 Montana conducted a TACT/Operation Safe Driver event in the HWY 93 corridor during October 19th & 20th. Montana conducted this event as part of CVSAs National Safe Driver week. The results of our efforts can be found in the attached table titled "OSD HWY 93 in the e-CVSP attachments. Note: the table was provided by CVSA and populated by Montana's MCSAP Manager.

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.

Program Activity 2: Complete 10% more CMV inspections in the test counties as compared to base year of 2010. The planned total inspection numbers are as follows: 240 for Gallatin County and 35 for Flathead County.

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

Program Activity Measure 2: Activity Measure 2: Number of inspections completed in each of the counties during FFY 2017. The MCSAP manager will report the type and number of inspections completed in each of the quarterly reports of 2017.

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

Program Activity Status 2: As of the end of the 3rd quarter of FFY 2017, Montana inspection teams conducted 940 CMV inspections in the Gallatin area. This represents 873 more inspections completed in this high crash corridor during FFY 2017 as compared to the same time frame in FFY 2010. Montana's inspection teams completed 176 inspections in the HWY 93 corridor during the 3rd quarter of FFY 2017. This represents 93 more inspection in this area to date as compared to the same time frame in FFY 2010.

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

learned, etc.

Activity #3

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

Program Activity 3: Completed three investigations on carriers who operate predominantly in the identified high crash corridors.

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

Program Activity Measure 3: The total number of investigation completed on carriers in high crash corridors

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

Program Activity Status 3: As of the end of the 3rd quarter of FFY 2017 MCSAP investigators have completed 5 carrier investigations who operate in the Gallatin Area. The results of these investigations varied. One notable investigation of an intrastate carrier completed in this area was requested by the Gallatin county attorney because one of the carrier's CMV was in a fatal crash a year ago. The investigation resulted in multiple state NOCs and a conditional rating. In the Hwy 93 location MCSAP investigators have completed 11 carrier investigations. The results of these investigations varied. One of the intrastate investigations completed on intrastate carrier operating in US HWY 93 high crash corridor was the result of an MCS officer complaint. This investigation resulted in a proposed unsatisfactory rating and multiple state NOCs and NOVs.

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

4 - State Specific Objectives – Future

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

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

Instructions:

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 2018 - 2020. 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.

Crash reduction in two identified high crash corridors. For over 4 FFY the Montana Department of Transportation/MCS has identified the Gallatin County (US191 from Four corners to West Yellowstone) and Flathead County (US 93 North from I-90 inter change to Kalispell) as high crash corridors. In preparation for our 2018 CVSP multiyear CVSP, MCS management began reviewing the crash history and VMT in these two areas. Both corridors continue to be high crash corridors. This was determined through reports from SafetyNet and Montana's SIMS (Safety Information Management System) crash system. MCS management hoped to report improvement (crash reduction) as part of Montana's 2018 CVSP. Unfortunately, our review of the statistics (VMT for both corridors and crash counts) revealed the Gallatin area has not improved, in fact the crash counts in the Gallatin corridor have increased. It should be mentioned this corridor has had a dramatic increase in CMV VMT 43% over the last 5 years. During this time frame the MDT has completed multiple construction projects to improve passing lanes traffic flows and such in the area. Because of what MCS management has discovered during our review of the Gallatin corridor additional research will be completed during this multiyear CVSP to determine primary causal factors and develop strategies on how to utilize state resources to reduce CMV crashes in this corridor. As for the Flathead corridor, the crash statistics are much better. All thought CMV VMT has increased MCS's efforts have shown an improvement in the number of crashes in this corridor. In fact, the crashes per year have declined while VMT has increased, even with these improvements the corridor continues to be high CMV crash corridor.

Narrative Overview for FY 2018 - 2020

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

As described above, Montana must continue to apply MCSAP resources in these two high crash corridors, the Flathead County (US 93 North from I-90 inter change to Kalispell) and Gallatin County (US191 from Four corners to West Yellow Stone). Both continue to challenge MCS. These roadways are two lane highways with intermittent passing lanes. Both or these corridors/highways lead to vacation destinations. As such, both highways have a high percentage of recreational traffic and construction improvement projects underway, particularly during the Summer. Over the last 5 years these counties have been experiencing a much higher crash occurrence as compared to other roadways in Montana. In addition to completing normal MCSAP activities, MCS

management will need to review crash reports and other causal factors in the Gallatin corridor during the first half of FFY 2018 to determine what other actions MDT must take to reduce CMV crashes in this corridor.

Projected Goals for FY 2018 - 2020:

Enter performance goal.

MCS will increase the total number of traffic enforcement (TACT) specials in each of the 2 corridors. MCS will complete at least 1 TACT event in each corridor each FFY during 2018, 2019 & 2020. MCS will also improve the total number of inspections in both of these corridors by 15% as compared to 2010 base year. This is 5% more inspection than in previous CVSPs. This means during each of the FFYs (2018-2020) MCS will complete 248 inspections in the Gallatin corridor. During the same time frame MCS will complete 40 inspections in the Flathead corridor. In addition to the MCSAP activities, MCS Management will review each of the CMV crashes during the 5 year period to find a common causal factor in an attempt to develop other strategies or activities to lower the number of CMV crashes per year. MCS's projected crash reduction goal for this multiyear CVSP is to reduce the annual number of CMV crashes in the Gallatin corridor by 1. As of this grant request the 5-year calendar year average is 11. During this performance period, MCS CMV crash reduction goal in the Gallatin corridor is 10 per annual calendar year. During this same time frame MCS hopes to reduce the annual number of crash in Flathead corridor by 1. The 5-year average in Flathead corridor is 8, during this performance period we hope to report a reduction of annual calendar year CMV crashes 1 or an average of 7 per annual calendar year.

Program Activities for FY 2018 - 2020: Describe the activities that will be implemented including level of effort.

Program Activity 1: Utilize MHP and MCS personnel to conduct at least 1 TACT-like event in each of the targeted counties during each FFY 2018, 2019 & 2020) as resource allow. Program Activity 2: Complete 15% more CMV inspections in the corridors as compared to base year of 2010. The planned total inspection numbers are as follows: 248 for Gallatin County and 40 for Flathead County. Program Activity 3: Completed four carrier investigations who operate predominantly in the identified high crash corridors. Program Activity 4: Complete comprehensive review of the CMV crashes in the Gallatin corridor to determine causal factors and confirm our activities will help reduce crashes.

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.

Program Activity Measure 1: The number of TACT-like operations conducted during FFY 2018, 2019 & 2020. The MCSAP manager will report the number of Non-CMV and CMV contacts made during the TACT event. In addition, the MCSAP manager will also report the outcome of the contacts, the number and type of citations or warnings given during each event. The MCSAP manager will report the number and result of the TACT event in the 3rd and 4th quarter MCSAP basic reports during FFY 2018, 2019 & 2020. Program Activity Measure 2: Number of inspections completed in each of the counties during FFY 2018, 2019 & 2020. The MCSAP manager will report the total number of inspections completed in each of the quarterly reports of 2018, 2019 & 2020. Program Activity Measure 3: The total number of investigation completed on carriers in both high crash corridors The MCSAP manager will report the total number and result of the carrier investigations conducted in each of the two crash corridors in the 3rd and 4th quarter MCSAP basic reports during FFY 2018, 2019 & 2020. Program Activity Measure 4: Report the result of MCS management review of crashes in the Gallatin corridor. The report will include the total number of crash reports reviewed, ranking the greatest number of similar causal factors in a highest to lowest order. The report will also review the activities listed in the section and confirm these activities will have a positive effect on the crash reduction goals identified. The MCASP manager will provide this report in the 2nd quarter MCSAP Basic quarterly report on 2018.

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	\$3,065,159.00	\$540,486.00	\$3,605,645.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$540,486.00
MOE Baseline:	\$44,095.02

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):	\$540,486.00
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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
MCSAP Program Manager	1	100.0000	\$66,435.20	\$66,435.20	\$56,469.92	\$9,965.28	\$0.00
MCSAP Program Specialist	2	100.0000	\$57,907.20	\$115,814.40	\$98,442.24	\$17,372.16	\$0.00
Safetynet Manager	1	100.0000	\$49,504.00	\$49,504.00	\$42,078.40	\$7,425.60	\$0.00
Border Enforcement Patrol	6	97.0000	\$49,836.80	\$290,050.17	\$246,542.64	\$43,507.53	\$0.00
Enforcement Lieutenants Two	2	3.0000	\$59,924.80	\$3,595.48	\$3,056.16	\$539.32	\$0.00
Enforcement Captains Five	5	2.7000	\$71,489.60	\$9,651.09	\$8,203.43	\$1,447.66	\$0.00
MCSAP Investigators	8	100.0000	\$47,611.20	\$380,889.60	\$323,756.16	\$57,133.44	\$0.00
Administrative Support	1	95.0000	\$40,913.60	\$38,867.92	\$33,037.73	\$5,830.19	\$0.00
Regular Officers BEG Activities	28	0.9600	\$46,675.20	\$12,546.29	\$10,664.35	\$1,881.94	\$0.00
BEG Business Specialist	1	92.0000	\$48,588.80	\$44,701.69	\$37,996.44	\$6,705.25	\$0.00
Enforcement Officers Seventy three	73	11.7600	\$46,675.20	\$400,697.25	\$340,592.66	\$60,104.59	\$26,175.37
Subtotal: Salary				\$1,412,753.09	\$1,200,840.13	\$211,912.96	\$26,175.37
Overtime Project Costs							
MCSAP Overtime	24	1.5000	\$70,012.80	\$25,204.60	\$21,423.91	\$3,780.69	\$0.00
Subtotal: Overtime				\$25,204.60	\$21,423.91	\$3,780.69	\$0.00
TOTAL: Personnel				\$1,437,957.69	\$1,222,264.04	\$215,693.65	\$26,175.37
Accounting Method:	Modified Accrual						

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

MCSAP Staff - Personnel expenditures for MDT regular salary activities include one MCSAP Program Manager (\$66,453.20), two MCSAP Program Specialists (\$115,814.40), one MCSAP Safetynet Manager (\$49,504.00), and 8 MCSAP Investigators (\$380,889.60). Regular Salaries were based on current salaries and historical percent of time spent on the MCSAP Basic Grant. Regular salary activities include Safety Inspections, Compliance Investigations, New Entrant Audits, education and awareness training, Data "Q" s, and Data Quality. 100% of the MCSAP work unit employee time associated with program safety activities is charged to the Basic Grant. One MCSAP office support (\$38,867.92), supports the MCSAP unit 95% of their time with safety activities.

Border Enforcement Activities - The Business Specialist (\$44,701.70) spends 92% of their time tracking and reporting activities, preparing budgets, and preparing the grant application for this project. Six Patrol Officers (\$290,050.18) dedicate 97% of their time to the border enforcement program to conduct border enforcement activities. There are 28 regular officers statewide (\$12,546.29) that focus on international carriers about 1% of their time during the year.

Enforcement officers charge to MCSAP Basic Grant when they are conducting Safety Inspections, post-crash safety inspections CVSA training and travel time, and Safety awareness training. Included are 3 officers at Coutts that perform Border Enforcement safety activities. Enforcement salaries were based on current average salaries and historical percent of time charge to the Basic Grant. MDT Enforcement has five Enforcement Captains (\$9,651.10) 2.7% of their time, two Enforcement Lieutenants (\$3,595.49) 3.0% of their time, and seventy-three certified Enforcement Officers (\$400,697.26) 11.76% of their time.

Total Regular Salary is: \$66,435.20 + \$115,814.40 + \$49,504.00 + \$380,889.60 + \$38,867.92 + \$44,701.70 + \$290,050.18 + \$12,546.29 + \$9,651.10 + \$3,595.49 + \$400,697.26 = \$1,412,753.14.

Overtime expenditures are based on historical expenses and are for post-crash safety inspections, CVSA training and travel time, and Safety awareness training. Overtime is for 24 Enforcement officers including Border Patrol (\$25,204.61) at one and one-half times their average hourly rate. Overtime hourly rate is calculated at average hourly rate of \$22.44 x 1.5 = \$33.66 x 2080 = \$70,012.80 annual salary. Total Overtime is 1.5% x 24 officers x \$70,012.80 annual salary = \$25,204.61.

Total Personnel Costs are $\$1,412,753.14 + \$25,204.61 = \$1,437,957.75$.

The eCVSP does not round correctly round when calculating Personal Services so this will not exactly match above. As such, Personnel Costs listed in the narrative are accurate to the nearest cent.

MDT identifies all Montana Highway Patrol (MHP) MCSAP eligible state funded expenditures as state match.

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
BEG Business	68.4600	100.0000	\$44,701.70	\$30,602.78	\$26,012.36	\$4,590.42	\$0.00
Border Enforcement Patrol	68.4600	100.0000	\$290,050.18	\$198,568.35	\$168,783.10	\$29,785.25	\$0.00
Regular Officers BEG Activity	68.4600	100.0000	\$12,546.29	\$8,589.19	\$7,300.81	\$1,288.38	\$0.00
Enforcement Captains Five	68.4600	100.0000	\$9,651.10	\$6,607.14	\$5,616.07	\$991.07	\$0.00
Enforcement Lieutenants Two	68.4600	100.0000	\$3,595.49	\$2,461.47	\$2,092.25	\$369.22	\$0.00
73	68.4600	11.7600	\$3,407,289.60	\$274,317.34	\$233,169.74	\$41,147.60	\$17,919.65
MCSAP Overtime	68.4600	100.0000	\$25,204.61	\$17,255.07	\$14,666.81	\$2,588.26	\$0.00
MCSAP Program Manager	68.4600	100.0000	\$66,435.20	\$45,481.53	\$38,659.30	\$6,822.23	\$0.00
MCSAP Program Specialist	68.4600	100.0000	\$115,814.40	\$79,286.53	\$67,393.55	\$11,892.98	\$0.00
Safetynet Manager	68.4600	100.0000	\$49,504.00	\$33,890.43	\$28,806.87	\$5,083.56	\$0.00
MCSAP Investigators	68.4600	100.0000	\$380,889.60	\$260,757.02	\$221,643.47	\$39,113.55	\$0.00
MCSAP Administrative Support	68.4600	100.0000	\$38,867.92	\$26,608.97	\$22,617.62	\$3,991.35	\$0.00
TOTAL: Fringe Benefits				\$984,425.82	\$836,761.95	\$147,663.87	\$17,919.65

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

MDT's Fringe Benefit rates are submitted annually to our cognizant agency FHWA. MDT has received written approval for the Fringe Benefit rate and it includes the agency's fringe benefits (FICA, Medicare tax, insurance, work comp) and for leave taken (annual, sick leave, holiday, comp time taken). It is equivalent to the FMCSA definition of fringe benefits. Leave costs taken during the period of performance is not billed directly to the grant. The rate submitted to and approved by FHWA for SFY 2017 is 68.46%. MDT uses the same Fringe Benefit rate for overtime that it uses for regular time.

MCSAP Staff - Fringe Benefits for regular salary activities include one MCSAP Program Manager (\$45,481.54), two MCSAP Program Specialists (\$79,286.54), one MCSAP Safetynet Manager (\$33,890.44), one MCSAP Administrative support (\$26,608.98), and 8 MCSAP Investigators (\$260,757.02). Fringe Benefits were based on current salaries and historical percent of time spent on the MCSAP Basic Grant. Fringe Benefit activities include Safety Inspections, Compliance Investigations, New Entrant Safety Audits, education and awareness training, Data "Q"s, and Data Quality. The two MCSAP Program Specialists and 8 MCSAP Investigators calculated based on current average salaries for the positions. MCSAP work unit employees are dedicated 100% to the MCSAP Basic Grant and Enforcement Staff are only eligible when they are doing MCSAP related safety activities.

Border Enforcement Activities - Fringe Benefits for regular salary activities at include one Business Specialist (\$30,602.78), six Patrol Officers (\$198,568.35), 28 statewide Regular Officers (\$8,589.19). Fringe Benefit activities include Safety Inspections, targeting international high crash corridors, and tracking and reporting border enforcement activities.

Enforcement officers charge to MCSAP Basic Grant when they are conducting Safety Inspections, post-crash safety inspections, CVSA training and travel time, and Safety awareness training. Enforcement fringe benefits were based on current average salaries and historical percent of time charge to the Basic Grant. Enforcement has five Enforcement Captains (\$6,607.14) at 2.7% of their time, two Enforcement Lieutenants (\$2,461.47) at 3% of their time, and seventy-three certified Enforcement Officers (\$274,317.34) at 15.71% of their time. Overtime is based on enforcement officer historical costs at the current fringe benefit rate (\$17,255.07).

Total Fringe Benefit is \$45,481.54 + \$79,286.54 + \$33,890.44 + \$26,608.98 + \$260,757.02 + \$30,602.78 + \$198,568.35 + \$8,589.19 + \$6,607.14 + \$2,461.47 + \$274,317.34 + \$17,255.07 = \$984,425.86.

The eCVSP does not correctly round when calculating Fringe Benefits so this will not exactly match above. As such, the amounts listed in this narrative are accurate to the nearest cent.

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
Routine MCSAP related Travel	38	180	100.0000	\$52,171.88	\$44,346.10	\$7,825.78	\$0.00
Out-of-State Travel	16	97	100.0000	\$39,002.50	\$33,152.13	\$5,850.37	\$0.00
In-State Training Travel	100	540	100.0000	\$50,090.49	\$42,576.92	\$7,513.57	\$0.00
TOTAL: Travel				\$141,264.87	\$120,075.15	\$21,189.72	\$0.00

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

“Routine MCSAP related Travel” is per diem and lodging costs for safety education, conducting safety inspections, post-crash inspections, and Compliance Investigations. Based on last years of historical costs, MCSAP and BEG Patrol travel at 100% dedicated personnel is \$41,753.22 and Enforcement travel costs at a percent of time doing safety activities is \$10,418.66. Total Routine Travel is \$41,753.22 + \$10,418.66 = \$52,171.88.

“Out-of-State Travel - Conference Travel includes costs for lodging, per diem, airplane tickets, and transportation between the airport and hotel. Based on last year's costs the average airfare is \$900, Lodging averages \$140 per night, Transportation cost between the hotel and airport = \$50, and per diem is \$23.5 per day. Total training travel is \$900 airfare + 5 nights x \$140 = \$700 + \$50 transportation from airport + 6 days \$141.00 = \$1,791.00 total conference travel cost.

The conferences are:

CVSA Annual Conference - 2 Enforcement officers - \$1,791.00 total conference travel cost + \$550.00 registration = \$2,341.00 x 2 = \$4,682.00,

CVSA Spring Workshop – 2 Enforcement officers – \$4,682.00,

North American Inspector Championship (NAIC) - \$1,791.00 total conference travel cost,

FMCSA ITD/MCSAP Planning Workshop – 1 Operations staff, 1 MCSAP Manager - Cost for an airline ticket is estimated to \$1,200.00 + travel between the airport and hotel \$50.00 = \$1,250.00. Per diem for meals is \$23.50 x 5 days = \$117.50. Lodging cost for 4 nights x \$280.00 = \$1,120.00. Total FMCSA ITD/MCSAP Planning travel costs are \$1,250.00 airline travel + \$117.50 per diem meals + \$1,120.00 Lodging = \$2,487.50 x 2 staff = \$4,975.00.

COHMED Conference – 1 Officer, 1 Investigator - \$1,791.00 + \$550.00 registration = \$2,341.00 total conference travel cost x 2 people = \$4,682.00.

FMCSA Headquarters Meeting – 1 MCS Administrator – Airplane ticket \$1,000.00 + 1 nights \$120 + \$50 transportation from airport + 1 days \$23.50 = \$1,193.50.

Total Conference travel costs are \$4,682.00 + \$4,682.00 + \$1,791.00 + \$4,975.00 + \$4,682.00 + \$1,193.50 = \$22,005.50.

“Out-of-State” - Training Travel includes costs for lodging, per diem, airplane tickets, transportation between the airport and hotel and registration. Out-of-State training travel is for CVSA Inspector training of 1 new MCSAP employees at 100% time dedicated to MCSAP activities and one NTC instructor certification class. Out-of-State training travel was based on last year's costs, the average airfare is \$900, Lodging averages \$140 per night,

Transportation cost between the hotel and airport = \$50, and Per diem is \$23.5 per day. Total out of state training travel is \$900 airfare + 5 nights x \$140 = \$700 + \$50 transportation from airport + 6 days x \$23.5 per diem = \$141.00 = \$1,791.00 total training travel cost.

The out of state training classes are:

General Hazardous Materials - 1 New Investigator – \$1,791.00.

NTC HM Basic - 1 New Investigator – \$1,791.00.

NTC HM Cargo - 1 New Investigator – \$1,791.00.

NTC HM Non-Bulk - 1 New Investigator – \$1,791.00.

Bus Inspection Training – 1 New Investigator – \$1,791.00.

New Entrant training – 1 New Investigator - \$1,791.00.

NTC A&B Training - 1 New Investigator – 2 week class, \$900 airfare + 12 nights x \$140 = \$1,680 + \$240 rental car + 13 days x \$23.5 per diem = \$305.50 = \$3,125.50.

NTC Carrier Compliance Training - 1 New Investigators – 2 week class, \$900 airfare + 12 nights x \$140 = \$1,680 + \$240 rental car + 13 days x \$23.5 per diem = \$305.50 = \$3,125.50.

Total Out-of-State Training Travel is \$1,791.00 + \$1,791.00 + \$1,791.00 + \$1,791.00 + \$1,791.00 + \$1,791.00 + \$3,125.50 + \$3,125.50 = \$16,997.00.

Total Out-of-State Travel is: \$22,005.50 + \$16,997.00 = \$39,002.50.

In-State Training Travel includes costs for lodging and per diem associated with Compliance Investigations, Safety Audits, and Professional Development training for MDT safety investigators and enforcement officers. Compliance Review training provides investigators Carrier Safety Investigation training, Safety Audit training provides investigators with New Entrant training and Professional Development training provides employees skills to help them advance through a career ladder in their current positions. Based on last year's historical data, Enforcement travel costs at a percent of time doing safety activities is \$5,994.54.

CVSA training is to provide safety inspection training. Lodging costs associated CVSA training costs are 100%. MDT annually holds 5 CVSA classes per year, based on last year's cost = \$44,095.95.

Total In-State Training is \$5,994.54 + \$44,095.95 = \$50,090.49.

Total Program Travel - \$52,171.88 + \$39,002.50 + \$50,090.49 = \$141,264.87.

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.

There are no equipment related costs associated with this grant.

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
Office Supplies	12 Months	\$1,708.04	100.0000	\$20,496.48	\$17,422.01	\$3,074.47	\$0.00
Uniforms and Other related Supplies	1 Annual	\$21,250.47	100.0000	\$21,250.47	\$18,062.90	\$3,187.57	\$0.00
TOTAL: Supplies				\$41,746.95	\$35,484.91	\$6,262.04	\$0.00

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

“Office Supplies” are provisions and goods needed to support day-to-day MCSAP operations and are expendable including printing and copying supplies, minor tools and equipment under \$5000 (tape measures, etc.), first aid kits, books and reference materials, office supplies, printing costs and miscellaneous computer accessories. Office supplies were calculated based on last year's cost at \$1,708.04 per month x 12 months = \$20,496.48.

“Uniforms and Other related Supplies” are officer supplies to support MCSAP operations including enforcement clothing (uniforms, badges, cuffs, etc.), safety inspection supplies (coveralls, creepers, gloves, etc.), and vehicle supplies. Uniforms and Other related Supplies are calculated based on last year's cost as a percent of enforcement time spent on safety activities is \$12,494.53 + MCSAP staff and BEG Patrol at 100% is \$8,755.94 = \$ 21,250.47.

Total Supplies - \$20,496.48 + \$21,250.47 = \$41,746.95.

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
Services	DUNS 9999999	Contract	100.0000	\$4,347.68	\$3,695.53	\$652.15	\$0.00
Description of Services: Services							
Auxilium Inc.	EIN 455391041	Contract	100.0000	\$326,144.03	\$277,549.24	\$48,594.79	\$0.00
Description of Services: AWSSS ITD Maintenance							
CTS Smartcop	EIN 593668195	Contract	100.0000	\$84,041.16	\$71,434.99	\$12,606.17	\$0.00
Description of Services: Safety Screening Trailer Maintenance							
Coutts Maintenance	DUNS 99999999	Contract	100.0000	\$4,795.04	\$4,075.78	\$719.26	\$0.00
Description of Services: Coutts Canadian Border Maintenance							
MLEA	DUNS 810302402	Contract	100.0000	\$3,519.12	\$2,991.25	\$527.87	\$0.00
Description of Services: Montana Law Enforcement Academy							
TOTAL: Contractual and Subaward				\$422,847.03	\$359,746.79	\$63,100.24	\$0.00

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

"Services" are contractual costs for weigh stations including cleaning services, rug rental, medical evaluations for officers as required by state statute, software to track employee schedules, training, and performance, and changes to state administrative rule changes to adopt CFRs. These services support the weigh station officer safety inspections. The percent of enforcement officer time doing safety activities is applied to these services costs = \$2,403.21. Services for the Inspection Barn and MCSAP at 100% = . The annual costs are based on a historical data = \$2,403.21 + \$1,944.47 = \$4,347.68.

"AWSSS/Safety Trailer ITD Maintenance" The Montana Department of Transportation has five AWSSS (Automated Weigh Station Screening Systems) located at Billings Eastbound, Billings Westbound, Butte Westbound, Haugan Eastbound and Haugan Westbound weigh stations and two Safety and Credential screening trailers. The five AWSSS and two Safety and Credential screening trailers use USDOT and License Plate camera readers that screen vehicles by the company, driver, and vehicle safety and credential as the commercial motor vehicle passes through weigh stations or in the case of the trailers while traveling on the roadway. The weigh station systems also have infrared cameras that look at heat signatures for brakes and tires. The screening systems inform enforcement of high-risk operators based on identified safety and credential issues. AWSSS systems were deployed using funds from the 2011 ECVISN and the Safety Trailers from the 2012 ECVISN grant. The maintenance for the screening systems include annual CVIEW software license \$15,000.00 and CVIEW Site Maintenance, Communications and Service, LPR/DOT Camera Tuning, Service, and Maintenance, SIRIS Thermal Brake System, Trailer Maintenance, Communications and Service, Trailer Camera Maintenance, Trailer Satellite Communications, and NLETS Services **\$311,144.03**. The annual cost for the five AWSSS and two Safety Trailers is \$15,000.00 + **\$311,144.03** = **\$326,144.03**.

"SMARTCOP ITD Maintenance" Motor Carrier Services (MCS) law enforcement officers issue citations for safety, Oversize/Overweight and other Commercial Motor Vehicle (CMV) and Commercial Driver violations. A citation, or notice to appear (NTA), is a summons prepared and served to a driver or company by an officer for violations of federal safety regulations or state laws. The electronic citation system deployed by Montana and used by MCS officers is called SmartCop. SmartCop was deployed with funds from the 2011 ECVISN grant. Prior to SmartCop deployment, citation generation was a manual, paper-based process and MCS officers physically delivered citation copies to the courts and other state agencies. MDT (Montana Department of Transportation) uses SmartCop systems managed and maintained by MDOJ (Montana Department of Justice). All of the costs above are considered contractual by FMCSAs recent Civil Rights review of Montana. MDT has a Memorandum of Understanding with DOJ for all of the ongoing costs associated with SmartCop.

The CJIN operational support is for access to the state's criminal justice information network at MDOJ (\$5,000). The annual SmartCop base license is with CTS DOJ's software vendor(\$17,668.30). The annual AT&T fee for NetMotion is the communication used with Smartcop to access DOJ's network. (\$1,517.15) DOJ has a full time equivalent position to support Smartcop (\$41,610.00). The Smart CADD annual license is for dispatchers to track officers and calls for service (\$16,950.71). ESRI runtime is a mapping software that supports Smart CADD (\$890.00). MDT has the ability to scan Montana driver licenses, the license reader for surrounding states will support scanning of states bordering Montana (\$405.00). Total costs for SmartCop maintenance costs are \$5,000.00 CJIN + \$17,668.30 CTS license + \$1,517.15 Net Motion + \$41,610.00 DOJ IT support + \$16,950.71 Smart CADD + \$890.00 ESRI runtime + \$405.00 license reader = \$84,041.16.

"Coutts Operational Costs" – MDT has a joint facility agreement with the Coutts, AB weigh station. The lease agreement is for facility maintenance costs and is prorated based on the time conducting safety inspections to total time worked. Last year's eligible cost was \$39,958.67 prorated at percent of enforcement officer's safety activities = \$4,795.04.

"MLEA" MLEA provides officers basic law enforcement training. MDT expects 1 new BEG Patrol officer to go through the academy in FFY 2018. Registration costs at the academy are \$1,500.00. The academy lasts 3 months and charges \$300 per officer for Lodging, \$100 per officer for Meals, and \$800 for the academy. $\$300.00 + \$100.00 + \$800.00 = \$1,200.00$
Total BEG Patrol MLEA costs are $\$1,500 + \$1,200 =$.
Enforcement officers MLEA costs at a percent of time doing safety activities is = \$819.12.
Total MLEA costs are $\$2,700.00 + \$819.12 = \$3,519.12$.

Total Contractual = $\$4,347.68 + \$326,144.03 + \$84,041.16 + \$4,795.04 + \$3,519.12 = \$422,847.03$.

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 claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Modified Total Direct Costs (MTDC)	10.49	\$3,263,322.47	\$342,322.52	\$291,008.40	\$51,314.12
TOTAL: Indirect Costs			\$342,322.52	\$291,008.40	\$51,314.12

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
Communications	1 Annual	\$19,937.46	100.0000	\$19,937.46	\$16,946.84	\$2,990.62	\$0.00
Utilities	1 Annual	\$28,383.96	100.0000	\$28,383.96	\$24,126.37	\$4,257.59	\$0.00
Dues	1 Annual	\$26,900.00	100.0000	\$26,900.00	\$22,865.00	\$4,035.00	\$0.00
Vehicle Mileage and Rental Costs	1 Annual	\$158,598.22	100.0000	\$158,598.22	\$134,808.49	\$23,789.73	\$0.00
Job Candidate Expense	1 Annual	\$1,260.00	100.0000	\$1,260.00	\$1,071.00	\$189.00	\$0.00
TOTAL: Other Costs				\$235,079.64	\$199,817.70	\$35,261.94	\$0.00

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

"Communications" are costs associated with MCSAP and Border Enforcement Patrol at 100% and Enforcement at the percent of time of safety activities for office phones, cell phones, and officer air cards (used for roadside connectivity). Communications are calculated based on last year's costs \$16,757.08 MCSAP + \$3,180.38 Enforcement = \$19,937.46.

"Utilities including the Inspection Barn" are electricity, natural gas, and garbage & trash removal charges at the weigh stations. Utilities are calculated based on last year's expenditures at the Billings Safety Barn and two Border "A" sites at 100% and weigh stations prorated based on safety activities. Billings Safety Barn \$19,478.32 + "A" sites \$721.28 + weigh stations \$8,184.36 = \$28,383.96.

"Dues" include annual CVSA membership dues (\$7,800.00), IRP membership dues (\$11,600.00), PrePass membership dues (\$7,500.00). The annual membership dues are \$7,800.00 + \$11,600.00 + \$7,500.00 = \$26,900.00

Motor Carrier Services rents vehicles from MDT's Equipment Bureau.

"Vehicle Mileage and Rental Costs" – Costs for this item represent 12 vans, 1 trailer, 1 car, and 33 patrol trucks used during MCSAP activities. MDT's equipment bureau purchase the departments equipment and then rents the equipment back to the divisions based on assigned time and usage rates. The assigned time is based on an 8 hour work day that the vehicle is normally operated. The assigned time rate covers all fixed costs of the vehicle (for example insurance) not including depreciation. The usage rate recovers all operating costs including fuel, tires, repairs, etc. and is based on the miles of operation for vehicles and hours of usage for equipment.

Reimbursement is based on latest cost rates for MCSAP vehicle rental.

MCSAP investigators costs are for 10 vans used 100% of the time towards MCSAP activities. Based on 2018 rates, the total assigned time cost for 2 Program Specialist and 8 Motor Vehicle Inspectors to conduct MCSAP activities is \$29,325.92.

Based on 2018 rates, the total usage time cost for 2 Program Specialist and 8 Motor Vehicle Inspectors to conduct MCSAP activities is \$18,951.17.

Total MCSAP unit Vehicle Rental Costs are \$29,325.92 + \$18,951.17 = \$48,277.09.

Border Patrol costs are for 6 pickups and 2 vans used 100% of the time towards Border Enforcement safety activities.

Based on 2018 rates, the total usage rate for 6 BEG pickups 2 BEG vans is = \$49,227.74.

Total Border Patrol Vehicle Rental Costs are \$24,947.52 + \$49,227.74 = \$74,175.26.

Enforcement costs are a percent of the time associated with safety activities. Enforcement has 1 passenger cars, 1 trailer, 27 pickups and use district vehicles to attend CVSA classes. The expenditures for these are based on last year's costs with a percentage of time spent on safety activities and 100% for attending CVSA classes is \$36,145.87.

Total Vehicle Rental Costs are \$48,277.09 + \$74,175.26 + \$36,145.87 = \$158,598.22.

"Job Candidate Expense" include Enforcement hiring costs and relocation cost prorated at the time associated with safety activities.

Total based on last year costs are \$1,260.00.

Total Other Expenses are \$19,551.54 + \$28,383.96 + \$26,900.00 + \$158,598.22 + \$1,260.00 = \$235,079.64.

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	\$3,065,159.00	\$540,486.00	\$3,605,645.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$540,486.00
MOE Baseline:	\$44,095.02

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCSAP Program Manager	\$56,469.92	\$9,965.28	\$66,435.20	\$0.00
MCSAP Program Specialist	\$98,442.24	\$17,372.16	\$115,814.40	\$0.00
Safetynet Manager	\$42,078.40	\$7,425.60	\$49,504.00	\$0.00
Border Enforcement Patrol	\$246,542.64	\$43,507.53	\$290,050.17	\$0.00
Enforcement Lieutenants Two	\$3,056.16	\$539.32	\$3,595.48	\$0.00
Enforcement Captains Five	\$8,203.43	\$1,447.66	\$9,651.09	\$0.00
MCSAP Investigators	\$323,756.16	\$57,133.44	\$380,889.60	\$0.00
Administrative Support	\$33,037.73	\$5,830.19	\$38,867.92	\$0.00
Regular Officers BEG Activities	\$10,664.35	\$1,881.94	\$12,546.29	\$0.00
BEG Business Specialist	\$37,996.44	\$6,705.25	\$44,701.69	\$0.00
Enforcement Officers Seventy three	\$340,592.66	\$60,104.59	\$400,697.25	\$26,175.37
Salary Subtotal	\$1,200,840.13	\$211,912.96	\$1,412,753.09	\$26,175.37
MCSAP Overtime	\$21,423.91	\$3,780.69	\$25,204.60	\$0.00
Overtime subtotal	\$21,423.91	\$3,780.69	\$25,204.60	\$0.00
Personnel total	\$1,222,264.04	\$215,693.65	\$1,437,957.69	\$26,175.37

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
BEG Business	\$26,012.36	\$4,590.42	\$30,602.78	\$0.00
Border Enforcement Patrol	\$168,783.10	\$29,785.25	\$198,568.35	\$0.00
Regular Officers BEG Activity	\$7,300.81	\$1,288.38	\$8,589.19	\$0.00
Enforcement Captains Five	\$5,616.07	\$991.07	\$6,607.14	\$0.00
Enforcement Lieutenants Two	\$2,092.25	\$369.22	\$2,461.47	\$0.00
73	\$233,169.74	\$41,147.60	\$274,317.34	\$17,919.65
MCSAP Overtime	\$14,666.81	\$2,588.26	\$17,255.07	\$0.00
MCSAP Program Manager	\$38,659.30	\$6,822.23	\$45,481.53	\$0.00
MCSAP Program Specialist	\$67,393.55	\$11,892.98	\$79,286.53	\$0.00
Safetynet Manager	\$28,806.87	\$5,083.56	\$33,890.43	\$0.00
MCSAP Investigators	\$221,643.47	\$39,113.55	\$260,757.02	\$0.00
MCSAP Administrative Support	\$22,617.62	\$3,991.35	\$26,608.97	\$0.00
Fringe Benefits total	\$836,761.95	\$147,663.87	\$984,425.82	\$17,919.65

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Routine MCSAP related Travel	\$44,346.10	\$7,825.78	\$52,171.88	\$0.00
Out-of-State Travel	\$33,152.13	\$5,850.37	\$39,002.50	\$0.00
In-State Training Travel	\$42,576.92	\$7,513.57	\$50,090.49	\$0.00
Travel total	\$120,075.15	\$21,189.72	\$141,264.87	\$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
Office Supplies	\$17,422.01	\$3,074.47	\$20,496.48	\$0.00
Uniforms and Other related Supplies	\$18,062.90	\$3,187.57	\$21,250.47	\$0.00
Supplies total	\$35,484.91	\$6,262.04	\$41,746.95	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Services	\$3,695.53	\$652.15	\$4,347.68	\$0.00
Auxilium Inc.	\$277,549.24	\$48,594.79	\$326,144.03	\$0.00
CTS Smartcop	\$71,434.99	\$12,606.17	\$84,041.16	\$0.00
Coutts Maintenance	\$4,075.78	\$719.26	\$4,795.04	\$0.00
MLEA	\$2,991.25	\$527.87	\$3,519.12	\$0.00
Contractual and Subaward total	\$359,746.79	\$63,100.24	\$422,847.03	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Communications	\$16,946.84	\$2,990.62	\$19,937.46	\$0.00
Utilities	\$24,126.37	\$4,257.59	\$28,383.96	\$0.00
Dues	\$22,865.00	\$4,035.00	\$26,900.00	\$0.00
Vehicle Mileage and Rental Costs	\$134,808.49	\$23,789.73	\$158,598.22	\$0.00
Job Candidate Expense	\$1,071.00	\$189.00	\$1,260.00	\$0.00
Other Costs total	\$199,817.70	\$35,261.94	\$235,079.64	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$2,774,150.54	\$489,171.46	\$3,263,322.00	\$44,095.02
Indirect Costs	\$291,008.40	\$51,314.12	\$342,322.52	NA
Total Costs Budgeted	\$3,065,158.94	\$540,485.58	\$3,605,644.52	\$44,095.02

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	\$3,065,159.00	\$540,486.00	\$3,605,645.00

Summary of MCSAP Funding Limitations

Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$540,486.00
MOE Baseline:	\$44,095.02

Estimated Expenditures

	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$1,200,840.13	\$211,912.96	\$1,412,753.09	\$26,175.37
Overtime Subtotal	\$21,423.91	\$3,780.69	\$25,204.60	\$0.00
Personnel Total	\$1,222,264.04	\$215,693.65	\$1,437,957.69	\$26,175.37
Fringe Benefits Total	\$836,761.95	\$147,663.87	\$984,425.82	\$17,919.65
Travel Total	\$120,075.15	\$21,189.72	\$141,264.87	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$35,484.91	\$6,262.04	\$41,746.95	\$0.00
Contractual and Subaward Total	\$359,746.79	\$63,100.24	\$422,847.03	\$0.00
Other Costs Total	\$199,817.70	\$35,261.94	\$235,079.64	\$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$2,774,150.54	\$489,171.46	\$3,263,322.00	\$44,095.02
Indirect Costs	\$291,008.40	\$51,314.12	\$342,322.52	NA
Total Costs Budgeted	\$3,065,158.94	\$540,485.58	\$3,605,644.52	\$44,095.02

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? Duane Williams
2. What is this person's title? Administrator, MDT MCS Division
3. Who is your Governor's highway safety representative? Mike Tooley
4. What is this person's title? Director, MDT (MT Dept. of Transportation)

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

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

State Certification declaration:

I, Duane Williams, Administrator, MDT MCS Division, on behalf of the State of MONTANA, 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.

No exceptions.

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? Duane Williams
2. What is the title of your certifying State official? MDT MCS Administrator
3. What are the phone # and email address of your State official? (406) 444-7312 duwilliams@mt.gov

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

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

I, Duane Williams, 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.

No exceptions.

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

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

☒ Yes ☐ No

In the table below, provide the section changed and the effective date of the administrative change or policy adoption. Include a brief description of the policy or action. Please include a hyperlink or URL, in the summary if available.

Administrative and Policy Adoption		
Section Changed	Effective Date	Summary of Changes
ARM 18.8.1502	07/07/2018	Adopted the most current published FMCSR's. (See attached 2018 MT Safety Rules document); ARM effective 07/07/2018 to be published 09/30/2018.
ARM 18.8.1503	07/07/2018	Adopted the most current published HMR's. (See attached 2018 MT Safety Rules document); ARM effective 07/07/2018 to be published 09/30/2018.
ARM 18.8.1505	07/07/2018	Adopted the most current CVSA Out-of-Service criteria. (See attached 2018 MT Safety Rules document); ARM effective 07/07/2018 to be published 09/30/2018.

FY 2019 Certification of MCSAP Conformance (Montana)

I, **Duane Williams, Administrator, MDT MCS Division**, on behalf of the State (or Commonwealth) of (State), as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

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

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

21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
24. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
25. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
26. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.203 and 350.310.

Date July 16, 2018

Signature D. Williams

Duane Williams, Administrator, Motor Carrier Services Division
Montana Department of Transportation

Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, Duane Williams, Administrator for Motor Carrier Services as designated by the Director of MDT (Montana Department of Transportation), 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 below.

(Enter information on any exceptions to the above certification here)

Signature of Certifying Official: 

Title of Certifying Official: Administrator, MDT Motor Carrier Services Division

Date of Certification: July 16, 2018

(3) For purposes of transportation of hazardous materials in commerce, and subchapter 15 of these rules, the department adopts by reference the definitions found at 49 CFR 171.8, with the following clarification:

(a) "Hazardous materials shipper" means an individual, corporation, company, association, firm, partnership, society, joint stock company, government, Indian tribe, or authority of a government or tribe, that:

(i) offers a hazardous material for transportation in commerce;

(ii) transports a hazardous material to support a commercial enterprise and is a private motor carrier;

(iii) performs, or is responsible for performing, any pre-transportation function required by state or federal statute or rule for the transportation of hazardous materials in commerce; or

(iv) tenders or makes hazardous materials available to a carrier for transportation in commerce. (History: 61-10-155, MCA; IMP, 61-10-141, 61-10-154, MCA; Eff. 12/31/72; AMD, 1981 MAR p. 314, Eff. 3/27/81; TRANS, from Department of Public Service Regulation, Ch. 686, L. 1985, Eff. 7/1/85; AMD, 1994 MAR p. 578, Eff. 3/18/94; AMD, 1995 MAR p. 2807, Eff. 12/22/95; AMD, 1998 MAR p. 2582, Eff. 9/25/98; AMD, 2001 MAR p. 1838A, Eff. 9/21/01; AMD, 2004 MAR p. 1021, Eff. 4/23/04; TRANS, from Justice, 2005 MAR p. 2059; AMD, 2006 MAR p. 1160, Eff. 5/5/06; AMD, 2010 MAR p. 1179, Eff. 5/14/10; AMD, 2012 MAR p. 1350, Eff. 7/13/12; AMD, 2014 MAR p. 502, Eff. 3/14/14; AMD, 2017 MAR p.1400, Eff. 8/19/17.)

18.8.1502 FEDERAL MOTOR CARRIER SAFETY RULES AND STATE MODIFICATIONS (1) Any commercial motor vehicle or motor carrier subject to regulation by the department under 61-10-154, MCA, shall comply with and the department adopts by reference the following portions of the Federal Motor Carrier Safety Regulations of the U.S. Department of Transportation, subject to the provisions of (2). The regulations adopted are 49 CFR part 373, 49 CFR part 375, 49 CFR parts 377 through 379, 49 CFR part 382, 49 CFR part 383, 49 CFR part 385, 49 CFR part 387, 49 CFR parts 390 through 399, and Appendix G to subchapter B of chapter III, Title 49 of the Code of Federal Regulations, as updated through March 14, 2018. Copies of the regulations may be obtained from the U.S. Government Printing Office, 732 North Capitol Street, NW, Washington, DC 20401-0001, or at www.gpo.gov.

(h) For the purpose of 49 CFR 383.3 the commercial motor vehicle exception for operators of farm vehicles applies only to farm vehicles as defined in ARM 18.8.1501.

(i) For the purposes of 49 CFR 390.39, a covered farm vehicle is defined in ARM 18.8.1501. (History: 61-10-155, MCA; IMP, 61-10-141, 61-10-154, MCA; NEW, Eff. 5/4/74; AMD, 1981 MAR p. 314, Eff. 3/27/81; AMD, 1983 MAR p. 1736, Eff. 11/26/83; TRANS, from Department of Public Service Regulation, Ch. 686, L. 1985, Eff. 7/1/85; EMERG, AMD, 1990 MAR p. 2115, Eff. 11/30/90; AMD, 1995 MAR p. 2807, Eff. 12/22/95; AMD, 1998 MAR p. 2582, Eff. 9/25/98; AMD, 2001 MAR p. 1838A, Eff. 9/21/01; AMD, 2004 MAR p. 1021, Eff. 4/23/04; TRANS, from Justice, 2005 MAR p. 2059; AMD, 2006 MAR p. 1160, Eff. 5/5/06; AMD, 2010 MAR p. 1179, Eff. 5/14/10; AMD, 2012 MAR p. 1350, Eff. 7/13/12; AMD, 2013 MAR p. 1184, Eff. 7/12/13; AMD, 2014 MAR p. 502, Eff. 3/14/14; AMD, 2016 MAR p. 1456, Eff. 8/20/16; AMD, 2017 MAR p. 895, Eff. 6/24/17; AMD, 2017 MAR p. 1400, Eff. 8/19/17; AMD, 2018 MAR p. 1277, Eff. 7/7/18.)

18.8.1503 TRANSPORTATION OF HAZARDOUS MATERIALS (1) A commercial motor vehicle, motor carrier, or hazardous materials shipper shall comply with and the department adopts by reference the following federal regulations of the U.S. Department of Transportation concerning the transportation of hazardous materials: 49 CFR part 107, 49 CFR part 171, 49 CFR part 172, 49 CFR part 173, 49 CFR part 177, 49 CFR part 178, and 49 CFR part 180. The regulations adopted may be found in the Code of Federal Regulations, Title 49, chapter I, subchapters B and C, as updated through March 14, 2018. Copies may be obtained from the U.S. Government Printing Office, 732 North Capitol Street, NW, Washington, DC 20401-0001, or at www.gpo.gov. (History: 61-10-155, MCA; IMP, 61-10-154, MCA; NEW, 2010 MAR p. 1179, Eff. 5/14/10; AMD, 2012 MAR p. 1350, Eff. 7/13/12; AMD, 2013 MAR p. 1184, Eff. 7/12/13; AMD, 2014 MAR p. 502, Eff. 3/14/14; AMD, 2016 MAR p. 1456, Eff. 8/20/16; AMD, 2017 MAR p. 895, Eff. 6/24/17; AMD, 2018 MAR p. 1277, Eff. 7/7/18.)

Rule 18.8.1504 reserved

18.8.1505 SAFETY INSPECTION PROGRAM: PURPOSE AND OUT-OF-SERVICE CRITERIA (1) The safety inspection program implemented by the U.S. Department of Transportation is intended to focus on those driver-related and mechanical factors most often responsible for crashes involving trucks, passenger carriers, and hazardous material transporters and is designed to remove potentially unsafe drivers and imminently hazardous vehicles from Montana's highways.

(2) In addition to the federal regulations adopted in ARM 18.8.1502, the safety inspection program will follow Commercial Vehicle Safety Alliance (CVSA), North American Standard Out-of-Service Criteria (April 1, 2018), incorporated by reference. A copy of the North American Standard Out-of-Service Criteria may be obtained from the Commercial Vehicle Safety Alliance, 6303 Ivy Lane, Suite 310, Greenbelt, MD 20770-6319 or at www.cvsa.org.

(3) For purposes of this program, inspection may be waived for any vehicle subject to inspection and bearing a CVSA inspection decal issued by state or province using CVSA out-of-service criteria within the preceding 90 days, as identified by color code and corner trimming. (History: 61-10-155, MCA; IMP, 61-10-154, MCA; NEW, 1983 MAR p. 1735, Eff. 11/26/83; TRANS, from Department of Public Service Regulation, Ch. 686, L. 1985, Eff. 7/1/85; AMD, 1995 MAR p. 2807, Eff. 12/22/95; AMD, 2004 MAR p. 1021, Eff. 4/23/04; TRANS, from Justice, 2005 MAR p. 2059; AMD, 2006 MAR p. 1160, Eff. 5/5/06; AMD, 2010 MAR p. 1179, Eff. 5/14/10; AMD, 2012 MAR p. 1350, Eff. 7/13/12; AMD, 2013 MAR p. 1184, Eff. 7/12/13; AMD, 2014 MAR p. 2012, Eff. 9/5/14; AMD, 2015 MAR p. 1754, Eff. 10/16/15; AMD, 2016 MAR p. 1456, Eff. 8/20/16; AMD, 2018 MAR p. 1277, Eff. 7/7/18.)

18.8.1506 COMMERCIAL VEHICLE SAFETY PROGRAM OPERATIONS

(1) The department shall implement a commercial vehicle safety program to assume responsibility for improving motor carrier safety and enforcing safety standards under federal regulations adopted by reference in ARM 18.8.1502 and state standards found in Montana statutes and administrative rules.

(2) The commercial vehicle safety program shall conduct safety inspections and investigations of hazardous material shippers, for-hire motor carriers, private motor carriers, or any motor vehicle or vehicle combination as defined in 61-10-154, MCA, when the vehicle is used in interstate or intrastate commerce in Montana.

(3) The department shall designate motor carrier services officers as peace officers under 61-10-154, MCA, with authority to conduct the following safety program activities:

(a) Enforce the provisions of Title 49, USC, and the federal regulations that have been adopted under Title 49 in the Code of Federal Regulations;

(b) Enforce the provisions of the Commercial Vehicle Safety Alliance (CVSA), North American Out-of-Service Criteria, as incorporated by reference in ARM 18.8.1505;

(c) Conduct roadside inspections of commercial motor vehicles for compliance with federal and state safety requirements;

(d) Conduct investigations of commercial motor carriers or hazardous materials shippers for compliance with federal and state safety requirements or hazardous materials requirements, including right of entry for investigations at the commercial motor carriers' place of business;

(e) Require production of documents relating to the commercial motor carrier and commercial motor vehicle safety regulations adopted under administrative rules;

(f) Issue citations and make arrests in connection with violations of safety standards adopted under these administrative rules; and

(g) All other reasonable activities allowed by federal statutes or regulations, or by state statutes, or administrative rules related to safety inspections and investigations.



U.S. Department
of Transportation
**Federal Highway
Administration**

Montana Division

February 2, 2018

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Dave Hamer
Bureau Chief, Accounting Controls Bureau
Montana Department of Transportation
2701 Prospect Avenue
Helena, MT 59620

In Reply Refer To:
HDA-MT

SUBJECT: Indirect Cost Rate for Fiscal Year 2019

Dear Mr. Hamer:

We have completed our review of the Montana Department of Transportation's (MDT) 2019 Indirect Cost Allocation Plan and the methodology used to calculate the Indirect Cost Rate for the State fiscal year 2019, from July 1, 2018 through June 30, 2019. The effective Indirect Cost Rate of 10.49 percent is for use on Federal Highway construction projects. Eligible Federal-aid programs must be assessed consistently on a project-by-project basis without exception.

The Indirect Cost Rate is determined by dividing the Indirect Cost Pool by the Total Direct Cost Base.

Our review also includes the MDT Payroll Additive and Materials Test rates for the State fiscal year 2019 stated below:

Material Test rate: 1.15%.

Payroll Additive rate:

Dept. Rate 68.46%
Motor Pool 83.38%
Equipment 77.79%

If you have any questions, please contact me.

Sincerely,


Judy Broadwater
Transportation Financial Manager