WISCONSIN

Commercial Vehicle Safety Plan

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

Fiscal Years 2020 - 2022
Annual Update FY 2021

Date of Approval: June 18, 2021

FINAL CVSP

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

Part 1 - MCSAP Overview

Part 1 Section 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 350.209, 350.211 and 350.213. The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date 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 or annual update each year to receive MCSAP funds.

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

- Part 1: MCSAP Overview (FY 2020 - 2022)
- Part 2: Crash Reduction and National Program Elements (FY 2020 - 2022)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2020 - 2022)
- Part 4: Financial Information (FY 2021)
- Part 5: Certifications and Documents (FY 2021)

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 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.

REMINDERS FOR FY 2021:

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

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

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2020 plans. States must carefully review and update this information to reflect FY 2021 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2021 update). Include descriptions of the changes to your program, including how data tables were modified.

Personally Identifiable Information - **PII** is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized

individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

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

Part 1 Section 2 - Mission/Goal Statement

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

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

Instructions:

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

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

The mission of the Wisconsin Department of Transportation (WisDOT) - of which the Wisconsin State Patrol (WSP) is a division- is to provide leadership in the development and operation of a safe and efficient transportation system. The mission of the Wisconsin State Patrol is to provide exceptional public safety services. Within the WSP's Motor Carrier Enforcement Section, the WSP utilizes Motor Carrier Safety Assistance Program (MCSAP) funding to target activities in its mission to reduce the number and severity of commercial motor vehicle (CMV) crashes.

Wisconsin's goal is to maintain large truck and bus fatalities per 100 million VMT to .11 or less annually through CY 2022. For FFY 2020, the WSP's MCSAP goals include:

Inspecting commercial vehicles and their drivers to ensure vehicles are mechanically sound and drivers follow federal and state laws and regulations.

Assuring the implementation of CSA initiatives to further program quality standards including a good faith review of all inspection-related Requests for Data Review (RDRs) for three years from the date of inspection and for all crashrelated RDRs for five years from the date of the crash.

Setting up motor coach destination inspections through strike forces and addressing related unsafe driver behavior and conduct such as speeding, following too closely, operating in violation of an out-of-service order, and hours of service violations. This will include the allocation of resources to conduct enhanced investigations for motor carriers of passengers and may include training for State inspectors and investigators participating in and conducting comprehensive and focused investigations. The WSP will partner with FMCSA in conducting the investigations and inspections of motor coaches at carrier locations. Level 1 or Level 5 inspections will be conducted during investigations of all passenger carriers operating motor coaches and during investigations of non-motor coach operating passenger carriers that have a Vehicle Maintenance Behavior Analysis Safety Improvement Category (BASIC) percentile above the threshold of 65 at the time of the investigation.

Monitoring industry initiatives including frac sand mining in Northwest Wisconsin, the timber industry, and other large industry activities and creating special details to ensure that safety is ensured commensurate with the level of CMV traffic being generated.

Oversight of data measures to assure that Wisconsin remains good/green in all rated categories.

Ensuring that a motor carrier's operating authority is confirmed during each inspection and that action is taken if not in compliance. WSP will accomplish through communication to inspectors through memoranda, meeting and in-service opportunities about the need to utilize Query Central and Aspen 3.0 to check the status of operating authority for every vehicle at each inspection and traffic enforcement stop. The WSP will strive to attain the out of service "catch rate" of 85% that has been identified by FMCSA as the goal to achieve compliance.

Conducting CMV traffic enforcement associated with an inspection and traffic enforcement without an accompanying inspection resulting from an observed unsafe driver behavior. This includes traffic enforcement of non-CMVs operating unsafely around CMVs. TACT high visibility enforcement methodology will also be incorporated into WSP's normal traffic enforcement operations. Predictive analytics will be used to focus on areas of needed enforcement on highways and rural areas. Traffic enforcement will include emphasis of seatbelt usage.

Conducting ongoing inspection and enforcement including aggressively participating in national enforcement strike forces targeting HM Shipper, Cargo Tank Repairers and Shippers and Transporters of crude oil, propane, and liquefied natural gas. This includes the enforcement of HM regulations, with emphasis on ensuring that: 1) CT carriers are transporting HM in appropriate vehicles through roadside inspections and on-site investigations, and 2) CT manufacturing, testing and repair facilities are building, testing and repairing CTs in accordance with HM regulations through the conduct of specialized CTFRs.

Motor Carrier Investigation Unit (MCIU) investigators and managers use the full array of CSA interventions through reinforcement of the existing interventions and training staff on offsite investigations, critical and acute violations follow-up investigations, cooperative safety plans, and to teach investigators and managers to use new investigative software and improved IT systems built specifically to support CSA interventions.

New for FFY2021:

DSP have been actively involved in public education and awareness activities to increase safety awareness related to CMVs and non-CMVs operating around large trucks and buses. Special emphasis, new to FFY2021, will include prospective and mature drivers in their outreach activities. They will target new drivers of both commercial and non-commercial vehicles and the senior driving population.

Required current eRODS web service transfer statistics must meet the 85% minimum or be included in Plan.

Part 1 Section 3 - MCSAP Structure Explanation

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

- (●) **Yes, the information in this section must be updated 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 Wisconsin State Patrol (WSP) is the only law enforcement agency in the State receiving MCSAP funds. The WSP has three Bureaus: Bureau of Transportation Safety, Bureau of Field Operations, and Bureau of Support Services. The Motor Carrier Enforcement Section, located within the Bureau of Field Operations, manages the MCSAP program.

Since its inception in 1985, Wisconsin's motor carrier safety enforcement program has grown from a basic inspection program to one that: coordinates inspections with traffic enforcement and size/weight efforts; conducts compliance reviews and new entrant safety audits; incorporates education into every facet of the program; utilizes mobile patrol and enforcement operations; conduct post-crash inspections; as well as plays a critical role in national safety efforts.

The Motor Carrier Enforcement Section is responsible for several inspection programs and a variety of enforcement responsibilities. There are 125 staff involved, 112 of them being sworn staff with the majority being field inspectors. Inspectors are cross-trained in the various motor carrier program areas. With the limited number of personnel covering 72 Wisconsin counties, cross-training provides for a greater distribution of personnel resources throughout the State. Hours to equal 40 MCSAP full-time equivalent (FTE) inspectors (or about 37% of WSP's approximate 109 field inspectors) comprise MCSAP field assignments. Additional non-funded agencies from 18 counties and municipalities assist WSP with MCSAP related activities. These agencies currently total 35 officers, adding to MCSAP safety enforcement.

Eleven civilian, one sworn motor carrier investigator and one sworn Sergeant, who conduct compliance reviews utilizing MCSAP funding, make up the Motor Carrier Investigation Unit (MCIU). Having the investigator live near the communities they serve, keeps them close to the transportation changes that affect their area of the state and keep them accessible to motor carriers by phone or personal visit. This accessibility factor is invaluable to the New Entrant program for consistency in future enforcement, education, and technical guidance. Approximately 100 to 120 new entrant motor carriers come into the state's system every month; therefore, each investigator receives between eight and twelve new entrant carrier assignments every month. The investigator communicates with every assigned, new motor carrier by an introductory letter (regular mail or Email depending upon the carrier accessibility) which includes contact information and an offer of resources, such as our Motor Carrier Information System (MCIS telephone line) and Federal Motor Carrier Safety Administration web-site (FMCSA), as well as the WSP's website. Investigators also offer their regulatory knowledge and technical support to the motor carriers in the new entrant program.

The Motor Carrier Enforcement Section (MCES) is managed from the WSP Headquarters in Madison. One captain, two lieutenants, and two civilian staff are responsible for implementation and oversight of the operations of the MCSAP. The 2 lieutenants handle the oversight of 10 Inspector sergeants located in 5 regions across the State. Each Inspector sergeant is responsible for a staff of inspectors. Two civilian staff at headquarters are responsible for grants administration, IT management and implementation, program oversight, outreach, SafetyNet and other program operations.

Part 1 Section 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:	WISCONSIN STATE PATROL
Enter total number of personnel participating in MCSAP activities	129
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	125
Traffic Enforcement Activities	112
Investigations*	13
Public Education and Awareness	129
Data Collection and Reporting	17
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Non-funded Agency Information	
Total number of agencies:	19
Total # of MCSAP Participating Personnel:	38

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2020 - 2022 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.

Part 2 Section 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 2014 - 2018

***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			
01/01/2018	12/31/2018	64	0.10	0.10
01/01/2017	12/31/2017	71	0.11	0.11
01/01/2016	12/31/2016	79	0.11	0.11
01/01/2015	12/31/2015	62	0.11	0.10
01/01/2014	12/31/2014	63	0.11	0.11

MOTORCOACH/PASSENGER CARRIER CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	3		3
01/01/2017	12/31/2017	5		5
01/01/2016	12/31/2016	4		4
01/01/2015	12/31/2015	0		0
01/01/2014	12/31/2014	2		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: Actual # Fatal Crashes

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	0		0
01/01/2017	12/31/2017	0		0
01/01/2016	12/31/2016	0		0
01/01/2015	12/31/2015	0		0
01/01/2014	12/31/2014	0		0

Enter the data sources and capture dates of the data listed in each of the tables above.
Safetynet 8/2019 Wisconsin DT4000 Crash database 8/2019

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
ALL CMV CRASHES-Fatality rate has been reduced below the CVSP goal in Wisconsin. WSP will endeavor to lower the fatality rate for CMVs to achieve the target benchmark of maintaining large truck and bus fatalities per 100 million VMT to 0.11 or less annually through CY 2020.

PASSENGER: overview of bus occupants that were killed from 2014-2018 in Wisconsin.
On 9/6/16, one fatality occurred of a pedestrian by a school bus. The school bus failed to yield right of way to the pedestrian crossing in the crosswalk while making a left-hand turn. The school bus drove over the pedestrian and they died due to the injuries. The school bus had 33 non-injured occupants at the time of the crash.
On 2/26/16, one fatality occurred of the driver of a passenger car when it rear-ended a legally stopped school bus. The driver of the car traveled under the school bus. The passenger of the car was killed at the scene, while the driver later died at the hospital. Cause for the accident was exceeding speed limit and inattentive driving of the passenger car.
On 5/19/14 a passenger was killed on a metro bus in Madison. Madison PD indicated a security camera video shows a passenger was apparently drinking alcohol on the bus. When the subject got off he stumbled back toward the bus and was run over by the rear wheels. An investigation was conducted by Madison PD and the driver was declared not at fault and no charges were filed
On 8/22/14 around 8:00 p.m., Brown Deer Police Department, River Hills Police Department, and North Shore Fire Department were dispatched to a report of a crash involving a Milwaukee County Transit Bus near Green Bay Rd. and Teutonia Ave. When crews arrived, it was determined that the bus had gone off the roadway and ended up in a ditch. The driver of the bus experienced a medical issue and at some point, became unconscious and died at the scene. Four other people were on board the bus. None of them were hurt when the bus rolled in the ditch.

Due to the circumstances involving each of these fatalities (human behavioral/medical factors and the fact that two involved metro buses that are not inspected by WSP) and after examining all of the motorcoach/passenger fatalities for all five years, WSP considers these as statistical outliers and will therefore, not be addressing the motorcoach/passenger element in the CVSP. However, the State realizes the importance of passenger safety and will be conducting at least three motor coach details throughout the state in FFY 2020 in support of national passenger carrier initiatives.

HAZMAT: No fatalities were identified in the PHMSA database for the five-year measurement period. As a result, the WSP will not be addressing this element in the FFY 2020 CVSP. It should be noted that Wisconsin's good safety record is also the result of the fact that all inspectors are trained in general hazmat, non-bulk, and cargo tank. Wisconsin has no issues regarding Hazmat and therefore does not have extra details planned.

Narrative Overview for FY 2020 - 2022

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.
WSP will continue with efforts to lower the fatality rate for CMVs to achieve the target benchmark of maintaining large truck and bus fatalities per 100 million VMT to 0.11 or less annually through CY 2022. Fatality rate (per 100 million VMT) for the state has stayed steady historically and was lower than the target of 2018 at 0.10. We will continue with our CVSP strategies and in particular, WSP's crash reduction emphasis in reducing serious and fatal crashes in using predictive analytics.
The Wisconsin State Patrol Predictive Analytics tool utilizes two existing resources—Mobile Architecture for Communication Handling (MACH) and Community Maps crash mapping. Wisconsin State Patrol can harness more timely, accurate, and consistent crash data that is now made available on a daily basis from WisDOT's new traffic crash database, which went live January 1, 2017. Wisconsin State Patrol harnesses the 100% electronically supplied crash data to assist with the most effective and efficient deployment planning, in-car access to Troopers and Inspectors working in the field utilizing MACH, and the evaluation of deployment results. While MACH provides in-car analytic capabilities for law enforcement in the field, Wisconsin State Patrol leadership can utilize Community Maps to target law enforcement deployments in the areas of greatest safety challenges based on time of day, day of week, location, and other data-driven facets. In addition, by utilizing the crash data provided through Community Maps, Wisconsin State Patrol has been able to bolster its statutory responsibility to provide crash locations to local safety partners.
Example of MACH screen below. Each circle represents a crash involving a commerical motor vehicle. This in-car mapping tool aides officers in identifying problem areas.

MACH

a

b

Enter the data source and capture date:
SafetyNet (7/2020) Wisconsin DT crash database (7/2020)

Projected Goal for FY 2020 - 2022:

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
2020	1
2021	1
2022	1

Program Activities for FY 2020 - 2022: 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.

WSP will research crash patterns most recent (FFY 2018 and 2019) throughout the state including time of day and day of week travel and crash patterns in specific corridors. Using the data, we will develop strategies that will reduce crashes overall while identifying corridors (including rural roads) that should receive greater priority for education and enforcement. WSP is implementing the new predictive analytics strategy using WISLR crash maps and GIS server to pinpoint locations to focus efforts on past crashes.

MCE Sergeants are familiar with motor carrier issues and risks within their Posts and are best at determining when and where special enforcement activities should take place. They will schedule either long-term focused activities or concentrated short-term details within their risk areas. When possible, they will coordinate efforts with other Posts and local law enforcement agencies. Each MCE Sergeant will conduct a minimum of 3 scheduled details per quarter, 12 details total, using predictive analytics for location. Each detail will consist of a minimum 1 supervisor and 4 inspectors; will cover 4 hours of inspection time per inspector and result in a minimum of 2 inspections by person assigned to the detail. Generally each MCE Sergeant will ensure each mobile Inspector is scheduled to work at least 2 shifts in a normal 5 day work week using predictive analytics for location. All traffic stops made by WSP inspectors using predictive analytics will be reported to FMCSA in the quarterly and the annual activity summary reports.

Special details are activities that are generally planned by MCE Sergeants. In coordination with their supervising Lieutenant, the MCE Sergeant plans and implements details and submits a formal report at the conclusion of each detail identifying a summary of the number of officers involved, number of trucks stopped and NAS level county duration and times of details, how many vehicles and drivers were placed OOS and why, if any citations were issued and why.

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.

Using the recent data from 2018-2019, Wisconsin will target the areas based on the predictive analytics. All counties will be included in the base, and areas will be monitored, and focus will be set on those with the increased CMV traffic and safety issues. The following chart shows the crash data total that will be used as a base for all as the county numbers.

COUNTY	*Avg total	COUNTY	*Avg total	COUNTY	*Avg total	COUNTY	*Avg total
ADAMS	3	FLORENCE	2	MARATHON	20	RUSK	5
ASHLAND	2	FOND DU LAC	13	MARINETTE	6	ST. CROIX	19
BARRON	8	FOREST	1	MARQUETTE	2	SAUK	15
BAYFIELD	2	GRANT	9	MENOMINEE	1	SAWYER	0
BROWN	19	GREEN	4	MILWAUKEE	163	SHAWANO	10
BUFFALO	3	GREEN LAKE	2	MONROE	17	SHEBOYGAN	15
BURNETT	2	IOWA	5	OCONTO	6	TAYLOR	2
CALUMET	3	IRON	1	ONEIDA	5	TREMPEALEAU	4
CHIPPEWA	9	JACKSON	18	OUTAGAMIE	24	VERNON	3
CLARK	14	JEFFERSON	14	OZAUKEE	14	VILAS	4
COLUMBIA	25	JUNEAU	23	PEPIN	2	WALWORTH	22
CRAWFORD	4	KENOSHA	31	PIERCE	6	WASHBURN	3
DANE	103	KEWAUNEE	1	POLK	2	WASHINGTON	31
DODGE	12	LA CROSSE	9	PORTAGE	10	WAUKESHA	44
DOOR	3	LAFAYETTE	2	PRICE	3	WAUPACA	13
DOUGLAS	4	LANGLADE	3	RACINE	45	WAUSHARA	6
DUNN	13	LINCOLN	5	RICHLAND	3	WINNEBAGO	35
EAU CLAIRE	18	MANITOWOC	13	ROCK	44	WOOD	7
*Average total crashes (fatal & injury) CY 2017-2018						Avg total crashes	995

Part 2 Section 3 - Roadside Inspections

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

- (●) **Yes, the information in this section must be updated 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 2020 - 2022.

***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 2014 - 2018

Inspection Types	2014	2015	2016	2017	2018
Level 1: Full	9416	8094	7745	8059	8585
Level 2: Walk-Around	13064	11568	14921	16848	17636
Level 3: Driver-Only	8290	7690	8468	9188	10487
Level 4: Special Inspections	83	214	241	378	296
Level 5: Vehicle-Only	64	131	103	127	86
Level 6: Radioactive Materials	0	0	0	0	0
Total	**30917**	**27697**	**31478**	**34600**	**37090**

Narrative Overview for FY 2020 - 2022

***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 driver/vehicle inspection program is the MCSAP core safety activity, serving two fundamental purposes: 1) It has an immediate impact on removing unsafe drivers and/or CM vehicles from the highways and 2) Provides an avenue to collect critical, comprehensive data to evaluate carriers and direct safety initiatives at the state and national levels. Although difficult to measure, additional benefits include the deterrent effect by the mere presence of law enforcement on the roadways, educational outreach activities, long-term, sustained program activities, and awareness that they could be inspected at any time. In all traffic stops, inspectors are instructed to conduct a Commercial Driver's License Information System (CDLIS) CDL status check and to enforce registration requirements. Inspectors use Query Central to check for each motor carrier's authority and valid operating status. Inspectors are also trained to detect impaired drivers and have ready access to alcohol and drug detection equipment. All inspectors have preliminary breath testing (PBT) equipment in their vehicles and have access to intoximeters. intoximeters are available at WSP SWEFs , WSP Posts, and local sheriff's offices. Inspectors receive mandatory PBT and intoximeters training to maintain their Chemical Test Permit. As applicable, WSP inspectors conduct and/or address the following during every traffic stop: Driver behavior (traffic enforcement); Highway criminal interdiction; Combat human trafficking; Drug and alcohol interdiction; Hazardous materials safety; Driver's license checks; Operating authority and valid operating status; Seatbelt use; Equipment integrity; Compliance with OOSO's (Out-of-Service Orders) checked through Query Central Staff assigned to mobile enforcement make every effort to split mobile inspections between Level 2's and 3;. When practical, vehicles found in need of a more thorough inspection are directed to a permanent facility or a safe inspection area for a Level 1 inspection.

We are fortunate to have 19 non-funded (10 county and 9 municipal) agencies that participate in MCSAP related inspections. The non-funded county agencies currently involved (county, city/town) are: Green Co. Sheriff, Jefferson Co. Sheriff, Marathon Co. Sheriff, Milwaukee Co. Sheriff's Office, Polk Co. Sheriff, Racine Co. Sheriff, St. Croix Co. Sheriff, , Walworth Co. Sheriff, Washington Co. Sheriff, Winnebago Co. Sheriff, Brookfield Police Dept., Germantown Police Dept., Greendale Police Dept., Jackson Police Dept., Menomonee Falls Police Dept., Merrillan Police Dept., Milwaukee Police Dept., Omro Police Dept., and Waukesha Police Dept.

The ability of the Wisconsin State Patrol to become more efficient and effective in conducting motor carrier inspection also has enormous ramifications in terms of projected freight movement within Wisconsin in the future. According to USDOT's Freight Analysis Framework:

- There is a total of 112,000 miles of public roadway with 11,750 miles of Interstate and State Highway system.

- Between 2012 and 2040, freight ton-miles to Wisconsin is forecasted to be greater than 44% and the number of freight ton-miles from Wisconsin will be greater than 26%
- The majority of freight moved to and from is by trucks.

The Wisconsin Division of State Patrol is anticipating the freight volume increase through increasing the efficiency and effectiveness of current personnel resources while reducing the number of enforcement facilities that is existing now and focusing investments and resources on key port of entry locations. These important technological improvements will improve operations of current staff levels by identifying vehicles operating in a condition that may be unsafe and will address concerns that staffing levels will not be capable of meeting the demands of the expected freight volume projections.

We would attain innovative and complementary technologies that would be accessed throughout Wisconsin. New technology in Lidar equipment, including video-enabled access, along with the ability to calculate following distance will assist in the safety goals.

2020 updates
Updated non-funded county/municipal listing

Migrant worker transportation-
Wisconsin has only 10 migrant worker transportation carriers registered. Eight of the 10 are intrastate only. Wisconsin has, in the past, had inspectors work central WI during the harvest season to see if we can find and identify unsafe operations. Wisconsin will continue with this even the data does not show the need to address.

Current eRODS web services transfer statistics must be at 85% or narrative be included. Current May 2020 rate is 75.78%. The months of July, August, and September 2020 statewide education via Part A Instructors will be emphasized to increase the rate. Instructors will travel and educated all MCSAP HOS changes. Staff will include the advisory, when applicable, to only use Web Services to view drivers HOS. Additional education will be reviewed as needed. DSP will strive to meet or surpass the 85% rate.

Projected Goals for FY 2020 - 2022

***Instructions for Projected Goals**:*

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2020 - 2022. For FY 2021, 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: WISCONSIN STATE PATROL

Enter the total number of certified personnel in the Lead agency: 129

Projected Goals for FY 2021 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	7930	800	20	8750	25.00%
Level 2: Walk-Around	13945	735	20	14700	42.00%
Level 3: Driver-Only	11550	0	0	11550	33.00%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Lead Agency	**33425**	**1535**	**40**	**35000**	

MCSAP subrecipient agency

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

Subrecipient is:

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

Projected Goals for FY 2021 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	**0**	**0**	**0**	**0**	

Non-Funded Agencies

Total number of agencies:	19
Enter the total number of non-funded certified officers:	38
Enter the total number of inspections projected for FY 2021:	1600

Summary

Projected Goals for FY 2021 - Roadside Inspections Summary

Projected Goals for FY 2021 Summary for All Agencies					
MCSAP Lead Agency: WISCONSIN STATE PATROL **# certified personnel: 129**					
Subrecipient Agencies: **# certified personnel: 0**					
Number of Non-Funded Agencies: 19 **# certified personnel: 38** **# projected inspections: 1600**					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	7930	800	20	8750	25.00%
Level 2: Walk-Around	13945	735	20	14700	42.00%
Level 3: Driver-Only	11550	0	0	11550	33.00%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
Total ALL Agencies	**33425**	**1535**	**40**	**35000**	

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

Note: States in Year 2 or Year 3 of a multi-year plan cannot edit the table shown below. It should be used as a reference.

Projected Goals for FY 2021 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	33000	0	1600	34600
Enter total number of certified personnel	123	0	36	159
Projected Goals for FY 2022 Roadside Inspections				
Enter total number of projected inspections	33000	0	1600	34600
Enter total number of certified personnel	123	0	37	160

Part 2 Section 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 2014 - 2018

Investigative Types - Interstate	2014	2015	2016	2017	2018
Compliance Investigations	112				
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	46	1	3	4	1
CSA Off-Site					
CSA On-Site Focused/Focused CR		16	5	7	10
CSA On-Site Comprehensive		55	55	44	68
Total Investigations	**158**	**72**	**63**	**55**	**79**
Total Security Contact Reviews	0	1	0	1	0
Total Terminal Investigations	0	0	0	2	0

Investigative Types - Intrastate	2014	2015	2016	2017	2018
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)		14	6	10	4
CSA Off-Site					
CSA On-Site Focused/Focused CR		2	0	0	2
CSA On-Site Comprehensive		1	0	1	3
Total Investigations	**0**	**17**	**6**	**11**	**9**
Total Security Contact Reviews					
Total Terminal Investigations				1	

Narrative Overview for FY 2020 - 2022

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 2020 - 2022

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2020 - 2022.

Projected Goals for FY 2020 - 2022 - Investigations						
	FY 2020		FY 2021		FY 2022	
Investigation Type	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	9	0	4	0	4
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	54	0	39	0	39	0
CSA On-Site Comprehensive	21	1	10	1	10	1
Total Investigations	**75**	**10**	**49**	**5**	**49**	**5**
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

Add additional information as necessary to describe the carrier investigation estimates.
New Entrant Safety Audits, Compliance Reviews, Requests for Data Review, and the Motor Carrier Information System hotline are handled by the agency's Motor Carrier Investigation Unit (MCIU). This group is allotted 11 investigators, one lead investigator, and one sergeant. At the start of FFY2019, the MCIU was fully staffed, with two transfers to the unit that completed their certifications in Investigative Safety Analysis. State investigators will continue to work with their federal counterparts in reviewing high risk carriers and those with improper activity in addition to assisting new entrants, completing requests for data review, and answering questions from carriers, drivers, and other stakeholders.

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

In FFY 2021-22, Wisconsin will conduct a minimum of 54 compliance reviews. This is based upon the actual number of CRs completed, and ability to complete with employee resources. The number of CRs completed depends upon the number and type of CRs generated by the SMS; the number of CRs assigned by FMSCA; and program/policy changes occurring to the SMS including software changes.
The MCIU team consists of eleven investigators, one sworn investigator, and one Sergeant that would be participating in compliance reviews if needed.

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.
The goal of CRs conducted by the end of each FFY: 2020=85, 2021-22=54. In terms of qualitative aspects, the state measures it's success of carrier compliance based on the number of carriers that are in good standing or in compliance with the federal threshold requirements for motor carriers. When motor carriers violate these thresholds and are not in good standing, the state then measures the carrier's willingness and ability to follow-up and remove these outstanding violation (through the remediation plan). This plan is based on FMCSA's own assessment of whether the carrier has indeed become compliant with the thresh and standards set by FMCSA.

FFY2021-22 update:

Anticipated Compliance Reviews were reduced from 85 to 54 due to three investigators leaving state employment. Two of these individuals retired while one entered the private sector. These vacant positions have not yet been filled due to a COVID-19 related hiring freeze. Because of this reduction in staffing and the time needed

for training once additional investigators are hired, it was necessary to make this goal reduction.

Part 2 Section 5 - Traffic Enforcement

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

- (●) **Yes, the information in this section must be updated 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 2014 - 2018

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		
10/01/2017	09/30/2018	5959	5538
10/01/2016	09/30/2017	6417	6339
10/01/2015	09/30/2016	5815	5265
10/01/2014	09/30/2015	4585	5533
10/01/2013	09/30/2014	4095	6395

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2017	09/30/2018	3400	4120
10/01/2016	09/30/2017	5328	6522
10/01/2015	09/30/2016	12200	12684
10/01/2014	09/30/2015	8017	10594
10/01/2013	09/30/2014	4760	9922

☐ ***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		
10/01/2017	09/30/2018	5707	7639
10/01/2016	09/30/2017	4342	4851
10/01/2015	09/30/2016	2719	3896
10/01/2014	09/30/2015	460	738
10/01/2013	09/30/2014	602	929

Enter the source and capture date of the data listed in the tables above.
Aspen 8/2019; Tracs 8/2019; *The data for CMV Traffic Enforcement with an inspection is for inspectors only (troopers do not conduct inspections). **Data for the number of CMV traffic enforcement stops without an inspection includes both troopers and inspectors. *** The number of non-CMV Traffic Enforcement Stops/Citations/Warnings was added as a field (check box) in Aspen as of April 2012. Therefore, only partial year data for FFY 2012 is included and no data is available prior to 4/26/12. This data will continue to be collected and included. The data is for both troopers and inspectors.

Narrative Overview for FY 2020 - 2022

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.

Wisconsin continues to emphasize its CMV traffic enforcement (TE) program. FMCSAs Large Truck Crash Causation Study (2010) found that the behavior of commercial truck drivers is a major factor in large truck crashes. Of the crashes between large trucks and other vehicles, trucks were assigned the critical reason for the crash 55 percent of the time. Of that percentage, 87% of the critical reasons for the crash had to do with driver behavior. The largest single category of critical reasons for large-truck crashes was driver decisions accounting for 38 percent of the crashes.
To promote highway safety, posts will assess where and when CMV TE should be directed and shall make TE a priority when the officer sees a moving violation occurring. In addition to routine TE, Posts shall conduct targeted TE projects. In addition to the work of the inspectors, the WSP will conduct non-inspection and targeted aerial traffic enforcement of CMVs. Aerial enforcement will include 1 aerial details for each of the N E, SW, and SE regions.
These details will focus on driving behavior around CMVs by non-CMVs and by other CMV drivers. However, comprehensive and high-risk locations including all corridors will involve CMV only. Any Non-CMV enforcement conducted will not be charged to the MCSAP grant.

Allocation of Resources: All inspectors will be utilized for traffic enforcement efforts throughout the state. A traffic enforcement detail will consist of a minimum of 1 supervisor and 4 inspectors; will cover 4 hours of inspection team time per inspector and result in a minimum of 2 inspections per person assigned to the detail. Each sergeant shall conduct a minimum of 2 traffic details during the year specifically focusing on TE violations and seatbelt use. The MCE Sergeant will emphasize TE inspections and seatbelt use as part of their regular duties as well. MCE sergeants will ensure that all inspectors understand what criteria are needed for a MCSAP inspection to be checked TE (traffic enforcement) and that they receive refresher training on existing MCSAP traffic enforcement violation codes.

Projected Goals for FY 2020 - 2022

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2020 - 2022. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2004/2005 safety activities because no reimbursement will be requested. If you answer "No" and then

click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			Enter Projected Goals (Number of Stops only)		
Yes	**No**	**Traffic Enforcement Activities**	**FY 2020**	**FY 2021**	**FY 2022**
◉	○	CMV with Inspection	4000	4100	4200
◉	○	CMV without Inspection	5000	5100	5200
○	◉	Non-CMV	0	0	0
◉	○	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	227	227	227

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States 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 2021 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2021 Activities	Average 2004/05 Activities
36600	54	528	37182	40586

The sum of your planned FY 2021 safety activities must equal or exceed the average number of 2004/2005 activities. To be reimbursed for non-CMV traffic enforcement activities, update the number of FY 2021 roadside inspections, investigations, and/or new entrant safety audits to reflect the allowable amount.

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

Traffic enforcement (TE) will be accomplished by continuing with targeting high crash locations; monitoring construction zones; monitoring travel of certain Wisconsin commodities such as grains, logs, gravel, frac sand etc.; seatbelt usage and enforcement; and partnering with local law enforcement agencies where truck/auto traffic problems exist; patrolling areas not usually enforced (including rural roads), etc. We will continue with the use of aircraft to target aggressive driving and speed to promote the safe operations of CMVs. Combining these methods with a focus on traffic enforcement is supportive of FMCSA's national priority to increase the amount of traffic enforcement activity conducted nationwide while focusing primarily on driver behavior issues. Wisconsin will monitor its traffic enforcement efforts. Traffic enforcement reports that include documentation by activity goals sent to FMCSA on a quarterly and annual basis. The outcome of these reports is shared throughout Motor Carrier Enforcement and State Patrol. Any needed adjustments in traffic enforcement strategy in the affected regions of the state would happen with consultation with DSP, FMCSA and local law enforcement agencies

Part 2 Section 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.**

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in 49 CFR 350.207(27). 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.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and 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

Avaliable 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: Wisconsin Department of Transportation-Division of Motor Vehicles

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

Narrative Overview for FY 2020 - 2022

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.
Performance targets met

Program Activities for FY 2020 - 2022: Describe any actions that will be taken to implement full participation in PRISM.
Performance targets met

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

Part 2 Section 7 - Public Education and Outreach

Please review the description of your State's public education and outreach activities, projected goals and monitoring. 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-CMVs that operate around large trucks and buses.

Trend Analysis for 2014 - 2018

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

Public Education and Outreach Activities	2014	2015	2016	2017	2018
Carrier Safety Talks	46	63	64	57	65
CMV Safety Belt Education and Outreach	49	45	45	54	10
State Trucking Association Meetings	10	10	10	10	10
State-Sponsored Outreach Events	1	1	1	1	1
Local Educational Safety Events	5	5	5	5	5
Teen Safety Events	1	1	1	1	1

Narrative Overview for FY 2020 - 2022

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.

Passenger carrier initiative will be continued in FFY2020-22 to educate the general public on passenger carrier rules and regulations due to previous outreach on passenger carrier details outcome.

Be available to stakeholders and participate in other public forums to educate audiences on CMV safety issues. Continue to staff a motor carrier hotline during regular working hours by the Motor Carrier Investigation Unit (MCIU). Provide educational materials as able. MCIU hotline answers on average 4500 calls a year from the public regarding CMV rules and regulations. Continue to have DSP handout three brochures with details on where to go for help: Motor Carrier Information Line System (MCIS), Do I need a DOT#, and DataQs. Have same brochures available for public online access. These brochures are updated annually.
The agency recognizes the importance of partnering with organizations such as Truckers Against Trafficking to increase driver and industry awareness of the use of our transportation system for human trafficking. Currently, informational materials are provided during roadside inspections, and signs are posted at Safety and Weight Facilities encouraging drivers to save lives by reporting possible criminal activity. During this fiscal year, motor carrier personnel will also make personal contact with truck stops, fueling locations, and bus stops to provide them with similar materials for bulletin boards or other areas where they will be seen by commercial drivers, other motorists, or potential victims seeking help.

New for FFY2021-22:

DSP is actively involved in public education and awareness activities to increase safety related to CMVs and non-CMVs operating around large trucks and buses. New for FFY2021+, we add special emphasis on prospective and mature drivers. They will target new drivers of both commercial and non-commercial vehicles and the senior driving population.

Projected Goals for FY 2020 - 2022

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 2020	FY 2021	FY 2022
●	○	Carrier Safety Talks	85	85	85
●	○	CMV Safety Belt Education and Outreach	10	10	10
●	○	State Trucking Association Meetings	10	10	10
●	○	State-Sponsored Outreach Events	2	2	2
●	○	Local Educational Safety Events	5	5	5
●	○	Teen Safety Events	1	1	1

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

A yearly total of 85 educational outreach activities (including 6 outreach events for MCIU). A total of 4500 calls answered, via WSP's motor carrier hotline. A minimum of 10 forums where educational materials are provided.

The information is entered into Share Point by the regions. It can be measured within the SharePoint system. Quarterly reports will include on the ongoing monitoring of progress. Annual reports will include totals.

New for FFY2021-22:

New for FFY2021+, we add special emphasis on prospective and mature drivers in our outreach total of 80 (above). They will target new drivers of both commercial and non-commercial vehicles and the senior driving population. We will work with the drivers education community and have 3 education activities specifically linked to them. These activities will be added to our SharePoint and reported quarterly.

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

Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. 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.**

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

SSDQ Compliance Status

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

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

Available data sources:

- FMCSA website SSDQ information

Enter the agency name responsible for DQ in the State, if other than the Lead MCSAP Agency:

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 2020 - 2022.

SSDQ Category	Current SSDQ Rating	Goal for FY 2020	Goal for FY 2021	Goal for FY 2022
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.
A&I ONLINE data 6/2020, update 5/29/2020

Narrative Overview for FY 2020 - 2022

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.).
Good in all categories--no narrative is necessary

Program Activities FY 2020 - 2022: Describe activities that will be taken to maintain a "Good" overall SSDQ rating. These activities should include all measures listed in the table above. Also, describe program activities to achieve a "Good" rating for all SSDQ measures based upon the Problem Statement Narrative including measurable milestones.

Good in all categories--no narrative is necessary

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.
Good in all categories--no narrative is necessary

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. You must complete the safety audit data questions for the current 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.**

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP (49 CFR 350.201.) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program.

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

Yes	No	Question
(●)	( )	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.
( )	(●)	Does your State conduct Group safety audits at non principal place of business locations?
( )	(●)	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 2014 - 2018

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

New Entrant Safety Audits	2014	2015	2016	2017	2018
Interstate	613	701	557	515	533
Intrastate	0	0	0	0	0
Total Audits	**613**	**701**	**557**	**515**	**533**

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 2020 - 2022

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

***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: The Statutory time limit for processing and completing interstate safety audits is:** If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later, a safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.*

Projected Goals for FY 2020 - 2022

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 2020 - 2022 - New Entrant Safety Audits						
	FY 2020		FY 2021		FY 2022	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	43	0	43	0	43	0
# of Safety Audits (Offsite)	485	0	485	0	485	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	**528**	**0**	**528**	**0**	**528**	**0**
# of Non-Audit Resolutions	650	0	650	0	650	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.

FFY2020-2022
The State of Wisconsin proposes to conduct 528 New Entrant Safety audits within the statutory timeframes by utilizing 12 full-time Motor Carrier Investigators (MCI) to conduct New Entrant audits with oversight by the Motor Carrier Investigator Supervisor (MCIS).

Activity Plan for FY 2020 - 2022: 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.

Utilize MCIU and grant funding to process and complete safety audits effectively and efficiently to ensure that every New Entrant motor carrier receives a safety audit within the required timeframe: FMCSA requires entry date into the New Entrant program (as show in FMCSA data systems) September 30, 2013 or earlier: safety audit must be completed within 18 months; Entry date into the New Entrant program (as show 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. MCIU will require all New Entrant motor carriers to demonstrate sufficient compliance with applicable Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs).
MCIU and DSP as a whole will provide educational and technical assistance as needed to promote safe operation by New Entrant motor carriers. The Wisconsin State Patrol will initiate a training program for new intrastate carriers. The class will be free of charge, and will cover topics that include commercial driver licenses, drug and alcohol testing, driver qualifications, hours of service, and vehicle maintenance. The first session will be conducted in October of 2019 in cooperation with Fox Valley Technical College in Appleton, WI. The agency will then expand this training to include locations in other areas of the state during the fiscal year.

New FFY2021-22:
matched numbers from FFY2020

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.

Wisconsin's Motor Carrier Investigator Supervisor (MCIS) is responsible for the investigation team work efforts, and reports to a motor carrier Lieutenant. The Lieutenant is responsible to FMCSA for the outcome of the grant program. Monitoring and evaluation occurs daily, reviewed monthly, and changed as needed. The MCIS, along with the Lead Investigator, will review all inspection and audit reports for quality, completeness, and accuracy throughout the month and will hold unit meetings on an as needed basis to monitor progress toward program goals. The MCIS will also use FMCSA reports to monitor the timeline requirements to prevent overdue carriers appearing in the inventory.
The motor carrier analyst will complete a financial and performance quarterly report, which will be submitted within 30 days of the end of each quarter, as required by FMCSA. And the annual (final) report will also be submitted by the motor carrier analyst within 90 days of the end of the federal fiscal year.

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 2020 - 2022).

Part 3 Section 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 IH or UNSAT/UNFIT OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.**

Part 3 Section 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.**

Part 3 Section 3 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2019 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 2019 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2019 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2019 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.
For FFY 2019, WSP focused attention on corridors that had planned construction projects /work zones focusing on the top 12 counties that have experienced the highest crashes in construction zones from CY2016. The counties are Brown, Dane, Dunn, Juneau, Marathon, Milwaukee, Racine, Rock, Sauk, Sheboygan, Waukesha, and Winnebago.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
Reduction in crashes of 1%.

Actual: Insert year to date progress (#, %, etc., as appropriate).
A 1.0% annual reduction (by the end of FFY 2019) in the number of construction/work zone crashes involving at least 1 large truck compared to the average (FFY 2013-2017) of crashes for each county has surpassed the goal with 3 of the 4 quarters averaging less than the 73 at 69. This is a 1.05% annual reduction.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
The details based on past history has made a reduction in the areas but construction areas change with seasons. We will be having management decide on the areas of construction based on their region for future CVSPs.

Part 3 Section 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 2020 - 2022. 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.
Large truck crashes in Workzones

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
For FFY2020-22, DSP is using baseline data from all construction counties from FFY2014-2018.

Projected Goals for FY 2020 - 2022:
Enter performance goal.
A 1.0% annual reduction (by the end of each annual FFY 2020-22) in the number of construction/work zone crashes involving at least 1 large truck compared to the average (FFY 2014-2018) of crashes for each county.

Program Activities for FY 2020 - 2022: Describe the activities that will be implemented including level of effort.
A required 50 details will occur in Wisconsin to assist in the reduction of work zone crashes. A minimum of 5 scheduled details in each region per Sergeant and reported to headquarters. These details will occur at locations where significant motor carrier traffic within a work zone construction site is expected using predictive analytics. Each detail will consist of (at a minimum) 2 inspectors and will cover 4 hours of enforcement activity per inspector. This change in focus will help to lowering the stats for these high counties by having additional presence.

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.
These will be reported on the quarterly reports, along with annual reporting required by FMCSA. Ongoing efforts will be kept up to date and reviewed with actual crash statistics.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and 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.*

Instructions

The Spending Plan should include costs for FY 2021 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe Spending Plan terminology.

- ***Federal Share** means the portion of the total project costs paid by Federal funds. 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.*

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			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	$6,313,529.00	$1,114,065.00	$7,427,594.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	$1,114,065.00
MOE Baseline:	$11,035.35

Part 4 Section 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 14.99 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 14.99 percent limitation as provided in the MCP. Any deviation from the 14.99 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 (14.99% of MCSAP Award Amount):	$1,114,065.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
CAPTAIN	1	50.0000	$97,843.20	$48,921.60	$41,583.85	$7,337.75	$0.00
Lieutenant	2	50.0000	$88,233.60	$88,233.60	$74,999.44	$13,234.16	$0.00
INSPECTOR	112	34.8000	$60,008.00	$2,338,871.80	$1,988,064.42	$350,807.38	$0.00
MCIU MGR SGT	1	85.0000	$81,993.60	$69,694.56	$59,241.07	$10,453.49	$0.00
MCIU SWORN	1	60.0000	$71,593.60	$42,956.16	$36,513.17	$6,442.99	$0.00
POLICY ANALYST	1	90.0000	$55,764.80	$50,188.32	$42,660.57	$7,527.75	$0.00
IT SUPPORT	1	55.0000	$63,648.00	$35,006.40	$29,755.79	$5,250.61	$0.00
MCIU CIVILIAN	11	90.0000	$60,015.56	$594,154.04	$505,036.88	$89,117.16	$0.00
LTE	2	85.0000	$47,840.00	$81,328.00	$69,129.61	$12,198.39	$0.00
Subtotal: Salary				**$3,349,354.48**	**$2,846,984.80**	**$502,369.68**	**$0.00**
Overtime Project Costs							
INSPECTORS	9	100.0000	$90,012.00	$810,108.00	$688,599.90	$121,508.10	$0.00
Subtotal: Overtime				**$810,108.00**	**$688,599.90**	**$121,508.10**	**$0.00**
TOTAL: Personnel				**$4,159,462.48**	**$3,535,584.70**	**$623,877.78**	**$0.00**
Accounting Method:	**Accrual**						

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

Salary and fringe is required to pay both sworn and non-sworn personnel to accomplish the goals and objectives of the CVSP. Salaries are based on 2,080 hours per year. The percentage of time utilized by each employee for the grant varies depending upon each employee's job duties and assignments on a daily basis. For inspectors working in the field, a total of 39 FTE are shown for budget purposes utilizing an average salary rate of $28.85 for all Inspectors including inspector sergeants within the State Patrol. However, there are actually 112 inspectors who each utilize the MCSAP grant less than full-time. This is to ensure that the grant is leveraged and utilized by all inspectors throughout the state to meet the state's CVSP goals. Projecting the # of hours to be worked utilizing the grant for each of these sworn employees throughout the year is problematic given shifting law enforcement priorities on a daily basis throughout the year. Therefore, hours, salaries and fringes for inspectors are estimated and budgeted based on FTE and previous year actual expenditures, adjusting for projected salaries and applying the current fringe rates.

Overtime estimate: after all items in the entire budget have been estimated and budgeted for, the amount of overtime is then determined (amount remaining after all other items have been budgeted). Although overtime is the last budget item to be estimated, it still represents an extremely important element within the budget as it is used for mobile enforcement and inspection activities in order to meet CVSP goals such as the total number of inspections for the state. The amount or level of overtime can often play an important role in determining whether targets are met or not. In FFY 2020-22, 9 FTE have been designated for overtime work for inspectors at a rate of $43.28 for a total of $810,108. When overtime fringe is added the total overtime is $965891.77 which is below the 15% cap of the total FFY 2020 award.

Part 4 Section 3 - Fringe Benefits

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

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate 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
SWORN	48.8900	50.0000	$274,310.40	$67,055.17	$56,997.57	$10,057.60	$0.00
SWORN	48.8900	34.8000	$6,720,896.00	$1,143,474.42	$971,964.69	$171,509.73	$0.00
SWORN	48.8900	85.0000	$81,993.60	$34,073.67	$28,962.96	$5,110.71	$0.00
SWORN	48.8900	60.0000	$71,593.60	$21,001.26	$17,851.28	$3,149.98	$0.00
CIVILIAN	45.3100	90.0000	$715,936.00	$291,951.54	$248,161.73	$43,789.81	$0.00
CIVILIAN	45.3100	50.0000	$63,648.00	$14,419.45	$12,256.68	$2,162.77	$0.00
SWORN OT	19.2300	100.0000	$810,108.00	$155,783.76	$132,417.75	$23,366.01	$0.00
TOTAL: Fringe Benefits				**$1,727,759.27**	**$1,468,612.66**	**$259,146.61**	**$0.00**

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

Salary and fringe is required to pay both sworn and non-sworn personnel to accomplish the goals and objectives of the CVSP. Salaries are based on 2,080 hours per year (excluding LTEs). The percentage of time utilized by each employee for the grant varies depending upon each employee's job duties and assignments on a daily basis. See table below showing hours (including estimated% time spent by each employee) multiplied by employee salary rate to obtain total salary in the far-right column. For inspectors working in the field, a total of 39 FTE is shown for budget purposes utilizing an average salary rate of $28.85 for all Inspectors including inspector sergeants within the State Patrol. However, there are 112 inspectors who each utilize the MCSAP grant less than full-time.
This is to ensure that the grant is leveraged and utilized by all inspectors throughout the state to meet the state's CVSP goals. Projecting the # of hours to be worked utilizing the grant for each of these sworn employees throughout the year is problematic given shifting law enforcement priorities daily throughout the year. Therefore, hours, salaries and fringes for inspectors are estimated and budgeted based on FTE and previous year actual expenditures, adjusting for projected salaries and applying the current fringe rates.
Overtime estimate: after all items in the entire budget have been estimated and budgeted for, the amount of overtime is then determined (amount remaining after all other items have been budgeted). Although overtime is the last budget item to be estimated, it still represents an extremely important element within the budget as it is used for mobile enforcement and inspection activities to meet CVSP goals such as the total number of inspections for the state. The amount or level of overtime can often play an important role in determining whether targets are met or not.
In FFY 2022, 9 FTE have been designated for overtime work for inspectors at a rate of $43.28 for a total of $810,108. When overtime fringe is added the total overtime is $965,891.77 which is below the 15% cap of the total FFY 2020-22 award.

Fringe Includes:
• Unemployment Compensation
• Disability Insurance
· FICA/Medicare (employer contribution)
· Health Insurance
· Flex-plan administration
• Life insurance
· Retirement contnbut1on
• Post-Retirement Health Benefit contribution

Salaries and fringe rates are based on 2,080 hours with a fringe rate (State FY 2018) of 48.89% for sworn and 45.31% for Civilians per Wisconsin Department of Administration (DOA) rates. The fringe rates for each employee (or group of employees) are shown below and are applied (multiplied by) each employee's salary amount to develop the fringe amounts in the far-right column. The WisDOT overtime fringe rate of 19.23% was only applied to the amount of overtime salary for sworn personnel as civilians will not be using overtime . These fringe rates are as of 8/10/19 and are subject to change throughout the year.
The chart below shows the after-the-fact breakdown of average percentages from FY 2018, appropriation 564 These amounts add up to be the 100% fringe rate Example: insurance is 45% of the 48.89% for sworn personnel

.Appr 564
(General and Protective Combined)

Unemployment	.08%
Wage Cont.	.54%
Social Security	11.44%
Medicare	2.68%
Health Insurance	45.00%
Health Admin Fees	0.00%
HSA Contribution	0.13%
Health opt Out	0.20%
Life Insurance	0.17%
Retirement	26.77%
Pension Obligation Bond	12.99%
	100.00%

Part 4 Section 4 - Travel

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

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

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

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
FMCSA IT TRAINING	1	3	100.0000	$1,840.00	$1,564.02	$275.98	$0.00
ROUTINE MCSAP TRAVEL	123	2	100.0000	$162,000.00	$137,701.62	$24,298.38	$0.00
CVSA ANNUAL MEETING	2	5	100.0000	$4,400.00	$3,740.04	$659.96	$0.00
NAIC TRAINING COMPETITION	1	5	100.0000	$1,795.00	$1,525.77	$269.23	$0.00
FMCSA ANNUAL PLANNING	2	3	100.0000	$2,790.00	$2,371.53	$418.47	$0.00
FMCSA CR TRAINING	2	10	100.0000	$4,590.00	$3,901.55	$688.45	$0.00
FMCSA NEW ENTRANT TRAINING	2	10	100.0000	$5,590.00	$4,751.56	$838.44	$0.00
UNSCHEDULED FMCSA REQUESTED TRAVEL	5	2	100.0000	$5,175.00	$4,398.80	$776.20	$0.00
POST CRASH TRAINING	2	5	100.0000	$2,590.00	$2,201.53	$388.47	$0.00
COHMED REGIONAL TRAINING	1	3	100.0000	$1,695.00	$1,440.77	$254.23	$0.00
CVSA WORKSHOP	2	5	100.0000	$5,190.00	$4,411.55	$778.45	$0.00
NEW ENTRANT/CR STATE TRAVEL	1	83	100.0000	$12,900.00	$10,965.13	$1,934.87	$0.00
COHMED TRAINING	1	5	100.0000	$1,695.00	$1,440.77	$254.23	$0.00
Part A/ B training	5	5	100.0000	$4,125.00	$3,506.29	$618.71	$0.00
TOTAL: Travel				**$216,375.00**	**$183,920.93**	**$32,454.07**	**$0.00**

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

Travel expenses are required for staff to travel on business, attend in-service training (instate) and out of state training to be informed about FMCSA and state-related policies and procedures that achieve the goals of the CVSP. Routine MCSAP-related travel is based on previous years expenses and includes lodging/meal allowance, instate travel for educational events and annual in-service training. Conference travel is also based on previous year expenses and includes expenses for air travel, travel by automobile, taxi cab expenses, meals and lodging. The cost of attending each conference event is derived by estimating the number of attendees and multiplying these persons by the estimated cost based on previous years and any new information on the location of the conference if available. Unscheduled FMCSA requested travel covers travel for unanticipated, but necessary training or seminars directly related to the motor carrier enforcement function at the request of CVSA or FMCSA. New entrant/CR travel is for the MCIU that is responsible for all of the new entrants, compliance reviews, and expanded efforts related to their unit as their expectation level shows an increase in travel throughout the state. The number is based on roughly 6 travel days in 12months per investigator or 86 overall. Receiving certification training (Part A/Part B, CR training) is based on new inspector recruits.
Detailed explanation on above totals described below in table

				hotel	per diem	flight	baggage	taxi/mileage	regis
FMCSA IT training	1	3	1840	600	150	400	70	70	550
routine MCSAP travel based on previous years expenses- lodging/meal allowance, interstate travel, annual in-service	123	2	$ 162,000.00						0
CVSA annual meeting	2	5	2200	875	250	380	70	75	550
NAIC training competition	1	5	1795	1000	250	400	70	75	0
FMCSA Planning	2	3	1395	600	150	500	70	75	0

FMCSA CR training	2	10	2795	1750	500	400	70	75	0
FMCSA NEW ENTRANT training	2	10	2295	1250	500	400	70	75	0
Unscheduled FMCSA requested travel	5	2	1035	400	90	400	70	75	0
Post crash training	2	5	1295	625	250	300	70	50	0
COHMED REGIONAL training	1	3	1695	600	150	300	70	75	500
CVSA workshop	2	5	2595	1000	250	600	70	75	600
New entrant/CR state travel	1	83	12900	100	40	0	0	15	0
COHMED training	1	5	1695	1000	250	300	70	75	0
Part A/B training	5	5	825	500	250	0	0	75	0

Part 4 Section 5 - Equipment

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

- *If your State's equipment capitalization threshold is below $5,000, check the box below and provide the 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
Link 5-year service agreement	1	$85,000.00	100	$85,000.00	$72,250.85	$12,749.15	$0.00
TOTAL: Equipment				**$85,000.00**	**$72,250.85**	**$12,749.15**	**$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.

New 2021

Link 5-year service and calibration contract that includes:

-2 visits per year to all 4 sites (6 PBBTs)

-Calibration services and reports

-Preventive maintenance inspections during each site visit

-A parts allowance sufficient to cover 'typical' parts (including PC and printer)
- Rarely replaced parts like motors, gearboxes, and rollers would require a quote and separate Purchase Order

Part 4 Section 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
Truckers against Trafficking material	1 setup	$500.00	100.0000	$500.00	$425.00	$75.00	$0.00
TINT METERS	14 EA	$700.00	100.0000	$9,800.00	$8,330.10	$1,469.90	$0.00
OFFICE & GENERAL SUPPLIES	1 YEAR	$111,826.25	100.0000	$111,826.25	$95,053.43	$16,772.82	$0.00
UNIFORMS RELATED	112 SET	$1,302.00	100.0000	$145,824.00	$123,951.86	$21,872.14	$0.00
CVSA INSPECTION BROCHURES	3000 EA	$1.00	100.0000	$3,000.00	$2,550.03	$449.97	$0.00
MCIU BROCHURE	12500 EA	$0.12	100.0000	$1,500.00	$1,275.01	$224.99	$0.00
DOT# BROCHURE	12000 EA	$0.12	100.0000	$1,440.00	$1,224.01	$215.99	$0.00
DATA QS BROCHURE	12000 EA	$0.12	100.0000	$1,440.00	$1,224.01	$215.99	$0.00
DSR RADAR	8 EA	$3,000.00	100.0000	$24,000.00	$20,400.24	$3,599.76	$0.00
FAST ID DATABASE	1 EA	$4,000.00	100.0000	$4,000.00	$3,400.04	$599.96	$0.00
Laser	9 ea	$2,195.00	100.0000	$19,755.00	$16,791.95	$2,963.05	$0.00
TOTAL: Supplies				**$323,085.25**	**$274,625.68**	**$48,459.57**	**$0.00**

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

To efficiently conduct office work and mobile enforcement in support of the CVSP goals and objectives, all-purpose office supplies are required including such items as pens, paper, printer cartridges, thumb drives, computer peripherals, safety supplies, small inspection tools, appliances used primarily for office work are needed. The needs are covered for 109 inspector staff at 7 individual posts and 13 investigators located throughout the state, along with those located at central office. Projected costs are consequential to the average annual expenses associated with motor carrier enforcement from previous years. Office and general supply needs can vary significantly based upon projects and fluctuating law enforcement priorities. Uniform repair, alterations, safety glasses and other supplies related to inspector uniforms will be required to conduct inspections and represent the State during motor carrier education enforcement activities. The amount can vary considerably depending upon age of uniforms and replacement needs per inspector and is estimated on previous year expenses for replacement uniforms, repairs and new uniforms for recruits. Three types of inhouse brochures are provided at the safety weight enforcement facilities, at traffic stops and at outreach and educational workshop which help to promoting the motor carrier enforcement safety. A CVSA created inspection brochure helps DSP give written knowledge after the inspection to the carrier. We have found that having the brochures available to the public after initial contact with DSP helps the information get to those affected and spread knowledge after. Additional brochures and items from Truckers Against Trafficking (TAT) are to be purchases to follow FMCSA's initiative against human trafficking. DSR Radars will be supplied to the new recruits or replace others at the end of their lifespan. Laser radars will be distributed to the 7 regions for new or replacement for Inspectors vehicles. Radar cables are needed to connect the new vehicles when replacing old fleet. Tint meters will be distributed throughout the regional inspectors to help enforcement and safety. We will provide post crash trained inspectors tools and equipment to conduct a complete post crash inspection on air brake vehicles. These items will be used when the power units own air compressor cannot supply air pressure to the brake system on the power unit or trailing vehicles. Post crash equipment will include hoses, valves, and gauges to prevent unnecessary amounts of air pressure to be added to a brake chamber which will eliminate unwanted damage to the air chamber, diaphragms, and other brake chamber components. Other items of necessity will include wrenches, cutting shears, socket set, schrader valves, and a tool bag. FastIDs technology is to help the overall efficiency of identifying the person via fingerprint scan. These are mobile devices that can be used with their laptop on the spot. We are planning to have one at each SWEF throughout the state. MorphoIdent Fast ID is a mobile, handheld, fingerprint device enabling real-time person identification. The system allows users to be matched against databases such as the Wisconsin Crime Information Bureau (CIB) database,

with future expansion compacities for match databases, such as the Federal Bureau of Investigation counter-terrorism databases. The MorphoIdent FAST ID machine will prove to be a useful tool for commercial motor vehicle enforcement by enabling law enforcement to identify persons suspected of false identification and/or who have no identification. This technology will assist Wisconsin ports of entry for homeland security efforts and in helping to combat human trafficking.
New for 2021:
Fast ID database-technology is scheduled to be purchased with 2021 funds. Additional database is required to continue with usage at $4000.

Part 4 Section 7 - Contractual and Subaward

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

***Contractual** – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award (2 CFR §200.22). 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
Auxilium	DUNS 391041	Contract	100.0000	$15,000.00	$12,750.15	$2,249.85	$0.00
Description of Services: Smartview software maintenance statewide data storage							
PrePass Safety Alliance	EIN 860730202	Contract	100.0000	$7,500.00	$6,375.08	$1,124.92	$0.00
Description of Services: Prepass state membership assessment							
Auxilium	DUNS 391041	Contract	100.0000	$6,694.00	$5,689.97	$1,004.03	$0.00
Description of Services: SMARTVIEW 360SV software annual maintenance #2 Sparta							
Intelligent Imaging Systems	DUNS 42446	Contract	100.0000	$14,000.00	$11,900.14	$2,099.86	$0.00
Description of Services: ISS data storage and annual maintenance (2)							
Intelligent Imaging Systems	DUNS 42446	Contract	100.0000	$24,900.00	$21,165.25	$3,734.75	$0.00
Description of Services: ISS Smart Roadside System Beloit							
TOTAL: Contractual and Subaward				**$68,094.00**	**$57,880.59**	**$10,213.41**	**$0.00**

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

Our Sparta SWEF has Prepass Safety/Auxilium's SmartView 360 program, while Kenosha is forecasting having Intelligent Imaging Systems' Smart Roadside program.
E-Screening annual software and registration fees-360SmartView Annual Fee of $22.500 (based on what 360SmartView would charge the State for the service). This is a CMV only activity and considered100% MCSAP cost- The 360SmartView e-screening solution uses license plate cameras and OCR technology to identify and screen commercial carriers, trucks, trailers, and drivers for safety and regulatory compliance factors of interest to enforcement officers, helping them make more informed decision while focusing on at-risk vehicles and drivers during the inspection process. The system's approach to selecting vehicles for inspection ensures that policies and procedures related to safety and compliance of commercial traffic are uniformly and consistently applied. 360SmartView interfaces with weigh station systems, such as WIMs and static scales, and includes this information in the screening decision. Inspectors can use 360SmartView data to identify vehicles for further screening, while enforcement agencies can use the system to help schedule, inform and optimize their operation. 360SmartView's approach to safety and security vetting quickly identifies higher risk carriers, trucks, trailers and drivers, giving site enforcement officers time to screen more potentially unsafe vehicles and remove them from the road. Drivers using pre-pass that are non-compliant and bypass scales are much easier to identify using the 360SmartView interface. More information about 360SmartView can be found here:
https://www.neudesic.com/wp-contentluploads/2014/03/CS Xerox PrePass 360Smartview e-Screening.pdf

Purchase for the IIS Smart Roadside Inspection System (SRIS or Smart Roadside) software at the Beloit safety and weigh enforcement facility (SWEF). The total price for SRIS SW site license for Beloit is $24,900. IIS Smart Roadside is the most comprehensive roadside safety platform available for commercial vehicle enforcement. It offers a single, unified system that eliminates multiple, stand-alone systems and streamlines roadside operations. Smart Roadside supports mainline screening (virtual sites), ramp screening (weigh stations) and remote screening (trailer and van). SRIS single interface operates and controls facilities, static scales and electronic screening. IIS Smart Roadside seamlessly supports the widest variety of 3rd party integrations over 40 standard hardware roadside sensors including WIMs, camera systems, sensor systems, ALPRs, over-height detectors, lane signals, security systems, scanners and message signs. The Smart Roadside architecture is the product of continuous improvement and unparalleled innovation. With cloud-based deployments, it is committed to reducing roadside hardware and deployment costs. The IIS Smart Roadside architecture is: Scalable: Supports multiple sites, statewide, in any kind of deployment- fixed, mainline sorting, ramp sorting, mobile or virtual- with the same, concise operator interface; Pioneering: Bringing to market never before seen sensor technology, including the IIS infrared imaging system, automated CVSA decal and HazMat readers and Vehicle Waveform Identification System; Flexible: Supports the widest variety of sensors and equipment available, linked to any kind of data source; Authoritative: Only uses quality, auditable, transparent and non-proprietary data sources; Under your control: The agency has direct control over all screening data and system configuration, and all data is controlled and owned by the agency; proven: IIS Smart Roadside is an award-winning end to end solution, delivering unmatched measurable outcomes for many referenceable agencies.

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

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

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
HAZMAT SOFTWARE LICENSE	1 set	$13,640.00	100.0000	$13,640.00	$11,594.14	$2,045.86	$0.00
INSPECTOR FLEET COSTS	49000 MILES	$12.87	100.0000	$630,630.00	$536,041.81	$94,588.19	$0.00
WIRELESS COMMUNICATIONS, IT NETWORK	12 MONTH	$4,950.00	100.0000	$59,400.00	$50,490.59	$8,909.41	$0.00
MCSAP AIRCARDS	50 YEAR	$600.00	100.0000	$30,000.00	$25,500.30	$4,499.70	$0.00
INSERVICE MANUALS/BOOKS	135 SET	$170.00	100.0000	$22,950.00	$19,507.73	$3,442.27	$0.00
CVSA DUES	1 YEAR	$14,800.00	100.0000	$14,800.00	$12,580.15	$2,219.85	$0.00
AIRCRAFT/PILOT RENTAL	24 HOUR	$132.00	100.0000	$3,168.00	$2,692.83	$475.17	$0.00
EVENT DATA RECORDER	4 PAYMENTS	$2,850.00	100.0000	$11,400.00	$9,690.11	$1,709.89	$0.00
CVSA DECALS	750 sheets	$3.84	100.0000	$2,880.00	$2,448.03	$431.97	$0.00
MASTER LEASE	2 PAYMENTS	$28,600.00	100.0000	$57,200.00	$48,620.57	$8,579.43	$0.00
FLEET COST	1 EA	$11,035.35	0.0000	$0.00	$0.00	$0.00	$11,035.35
INTRASTATE COMPLAINCE TRAINING	1 DAY	$1,750.00	100.0000	$1,750.00	$1,487.52	$262.48	$0.00
TOTAL: Other Costs				**$847,818.00**	**$720,653.78**	**$127,164.22**	**$11,035.35**

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

NOTE: The State does not charge indirect costs or use an indirect cost pool. All costs are charged directly.
New books and manuals (e.g., hazmat manuals) are used for annual in-service training and estimated based upon previous year expenditure. The manuals are used by 135 personnel (includes local law enforcement) throughout the year and in the field while conducting enforcement and providing education to various groups.
IT/Network expenses based on pro-rated portion (40%) of time directly spent on MCSAP time/activities including data/word processing equipment, communication tower maintenance, internet usage, computer equipment maintenance, mainframe/batch computer charges, database access, host connect circuit charges, data storage, CICS/DB2 applications usage, personal computer equipment, PC software purchases on personal computers, email charges for maintenance and support of email systems provided from the State Department of Administration (DOA) and state consolidated network charges (DOA). Utilizing and maintaining digital infrastructure is critical for motor carrier enforcement education and enforcement activities. These costs can fluctuate due to computer usage patterns by personnel as well as changing maintenance needs which vary throughout the year. As such, these costs are based on previous year expenses which are 40% time directly spent on MCSAP activities. Telecommunications based on prorated portion (40% directly spent on MCSAP activities) including: utilizing and maintaining voice communication infrastructure is also critical for conducting motor carrier enforcement (e.g., communication among inspector staff and headquarters) as well as communication with the motor carrier community and general public. Telecommunications include phone expenses including voicemail and cellular wireless service. The amount estimated for each of the categories is based on actual cost from previous year expenses- costs can fluctuate throughout the year depending upon usage patterns as well as due to the fact that different coverage plans exist for different needs depending upon the individual user and where the user is located in the state. Costs for wired phone and cellular/wireless include not only the service but the phones and ancillary equipment if they malfunction, need repair or need to be replaced. Air cards allow inspectors, investigators, and headquarter staff to have secured internet access on their laptops using their cellular service. This is important for data communication when reporting inspection and other data including data on out of service carriers under a federal order. For inspectors, there are 50 air cards @$600/year already prorated at 40% based upon the estimated time that the air cards are used for MCSAP activities.
Master Lease- A payment used to cover the cost of master lease financed data, word processing and computer equipment. Master lease financing is similar to a loan with the Department of Administration/State of Wisconsin acting as the financer. These payments occur each February 1st and August 1st and are initiated by the DOA State Controller's Office. WisDOT pays DOA who finances the purchase of IT-related supplies for WisDOT and the MCSAP program including laptops, servers, printers, communication infrastructure, networking, etc. For the MCSAP program, this annual payment covers the 39 tough books that will be purchased in FFY 2020-22 (pro-rated at the time of the purchase at 26 FTE inspectors, 1 FTE IT specialist, and 12 investigators 100% MCSAP time). 39 tough books'$4,400/Toughbook = $171,600 broken into three years of payments= $57, 200 per year
CVSA Decals are used for North American Standard Level I and/or Level V inspections. "Pass Inspection" means that during a North American Standard Level I or Level V Inspection no defects are found of critical vehicle inspection and the vehicle must not have any violations of the items contained in operational policy and North American Standard Out-of Service Criteria. The number of CVSA decals needed are based upon the number used in previous years. 750 sheets @ $3.84 = $2850 (2021-22).
Event Data Recorder (EDR) Diagnostic Tool Maintenance- EDR is used to gather records on CMV only (100% MCSAP). The payment covers the cost of the software license maintenance that is assessed annually for diagnostic tools that are used as part of the inspection process to access the data records and history (black box) of diesel engine types. Diagnostic equipment and annual software license maintenance charges will be assessed by vendors.
Aircraft/Pilot Rental: The use of aircraft for enforcement on CMV only (100% MCSAP) to promote the safe operations of CMVs and to conduct speed enforcement and observe whether vehicles are following too close. The rate of $132/hr. pays for the pilot, fuel, and rental of the aircraft. Three (3) aircraft
details are planned for under this grant at 8 hours per detail or 24 hours total. Details (3) X 8 hours X $132/hr. = $3,168
CVSA dues are paid to the organization once per year ($14,800). CVSA promotes commercial motor vehicle safety and security by providing leadership to enforcement, industry and policy makers. Being part of this organization helps to inform the Wisconsin State Patrol regarding current trends in policy while promoting communication between the states and FMCSA. This also supports the goals of the CVSP.
Fleet costs include mileage, fuel, and cost of repairs for vehicles (based on FTE for MCSAP only activities) that are used by inspectors for mobile enforcement and MCSAP-related business such as driving to safety presentations or meetings with motor carriers. The rate is for squad cars is set each year by the WisDOT Office of Policy, Performance and Improvement. The FY rate for squad cars is $0.39 per mile. For 33 (FTE) vehicles, the total rate would then be $12.87/mile multiplied by an estimated mile.
Software licenses are required to conduct routine enforcement by inspectors (HazMat).

The Wisconsin State Patrol will initiate a training program for new intrastate carriers . The class will be free of charge for the participants, and will cover topics that include commercial driver licenses, drug and alcohol testing, driver qualifications, hours of service, and vehicle maintenance. The first session will be conducted in October of 2019 in cooperation with Fox Valley Technical College in Appleton, WI. The agency will then expand this training to include locations in other areas of the state during the fiscal year.

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	$6,313,529.00	$1,114,065.00	$7,427,594.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of Basic Award Amount):	$1,114,065.00
MOE Baseline:	$11,035.35

Estimated Expenditures

Personnel

	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
CAPTAIN	$41,583.85	$7,337.75	$48,921.60	$0.00
Lieutenant	$74,999.44	$13,234.16	$88,233.60	$0.00
INSPECTOR	$1,988,064.42	$350,807.38	$2,338,871.80	$0.00
MCIU MGR SGT	$59,241.07	$10,453.49	$69,694.56	$0.00
MCIU SWORN	$36,513.17	$6,442.99	$42,956.16	$0.00
POLICY ANALYST	$42,660.57	$7,527.75	$50,188.32	$0.00
IT SUPPORT	$29,755.79	$5,250.61	$35,006.40	$0.00
MCIU CIVILIAN	$505,036.88	$89,117.16	$594,154.04	$0.00
LTE	$69,129.61	$12,198.39	$81,328.00	$0.00
Salary Subtotal	**$2,846,984.80**	**$502,369.68**	**$3,349,354.48**	**$0.00**
INSPECTORS	$688,599.90	$121,508.10	$810,108.00	$0.00
Overtime subtotal	**$688,599.90**	**$121,508.10**	**$810,108.00**	**$0.00**
Personnel total	**$3,535,584.70**	**$623,877.78**	**$4,159,462.48**	**$0.00**

Fringe Benefits

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
SWORN	$56,997.57	$10,057.60	$67,055.17	$0.00
SWORN	$971,964.69	$171,509.73	$1,143,474.42	$0.00
SWORN	$28,962.96	$5,110.71	$34,073.67	$0.00
SWORN	$17,851.28	$3,149.98	$21,001.26	$0.00
CIVILIAN	$248,161.73	$43,789.81	$291,951.54	$0.00
CIVILIAN	$12,256.68	$2,162.77	$14,419.45	$0.00
SWORN OT	$132,417.75	$23,366.01	$155,783.76	$0.00
Fringe Benefits total	**$1,468,612.66**	**$259,146.61**	**$1,727,759.27**	**$0.00**

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
FMCSA IT TRAINING	$1,564.02	$275.98	$1,840.00	$0.00
ROUTINE MCSAP TRAVEL	$137,701.62	$24,298.38	$162,000.00	$0.00
CVSA ANNUAL MEETING	$3,740.04	$659.96	$4,400.00	$0.00
NAIC TRAINING COMPETITION	$1,525.77	$269.23	$1,795.00	$0.00
FMCSA ANNUAL PLANNING	$2,371.53	$418.47	$2,790.00	$0.00
FMCSA CR TRAINING	$3,901.55	$688.45	$4,590.00	$0.00
FMCSA NEW ENTRANT TRAINING	$4,751.56	$838.44	$5,590.00	$0.00
UNSCHEDULED FMCSA REQUESTED TRAVEL	$4,398.80	$776.20	$5,175.00	$0.00
POST CRASH TRAINING	$2,201.53	$388.47	$2,590.00	$0.00
COHMED REGIONAL TRAINING	$1,440.77	$254.23	$1,695.00	$0.00
CVSA WORKSHOP	$4,411.55	$778.45	$5,190.00	$0.00
NEW ENTRANT/CR STATE TRAVEL	$10,965.13	$1,934.87	$12,900.00	$0.00
COHMED TRAINING	$1,440.77	$254.23	$1,695.00	$0.00
Part A/ B training	$3,506.29	$618.71	$4,125.00	$0.00
Travel total	**$183,920.93**	**$32,454.07**	**$216,375.00**	**$0.00**

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Link 5-year service agreement	$72,250.85	$12,749.15	$85,000.00	$0.00
Equipment total	**$72,250.85**	**$12,749.15**	**$85,000.00**	**$0.00**

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Truckers against Trafficking material	$425.00	$75.00	$500.00	$0.00
TINT METERS	$8,330.10	$1,469.90	$9,800.00	$0.00
OFFICE & GENERAL SUPPLIES	$95,053.43	$16,772.82	$111,826.25	$0.00
UNIFORMS RELATED	$123,951.86	$21,872.14	$145,824.00	$0.00
CVSA INSPECTION BROCHURES	$2,550.03	$449.97	$3,000.00	$0.00
MCIU BROCHURE	$1,275.01	$224.99	$1,500.00	$0.00
DOT# BROCHURE	$1,224.01	$215.99	$1,440.00	$0.00
DATA QS BROCHURE	$1,224.01	$215.99	$1,440.00	$0.00
DSR RADAR	$20,400.24	$3,599.76	$24,000.00	$0.00
FAST ID DATABASE	$3,400.04	$599.96	$4,000.00	$0.00
Laser	$16,791.95	$2,963.05	$19,755.00	$0.00
Supplies total	**$274,625.68**	**$48,459.57**	**$323,085.25**	**$0.00**

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Auxilium	$12,750.15	$2,249.85	$15,000.00	$0.00
PrePass Safety Alliance	$6,375.08	$1,124.92	$7,500.00	$0.00
Auxilium	$5,689.97	$1,004.03	$6,694.00	$0.00
Intelligent Imaging Systems	$11,900.14	$2,099.86	$14,000.00	$0.00
Intelligent Imaging Systems	$21,165.25	$3,734.75	$24,900.00	$0.00
Contractual and Subaward total	**$57,880.59**	**$10,213.41**	**$68,094.00**	**$0.00**

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
HAZMAT SOFTWARE LICENSE	$11,594.14	$2,045.86	$13,640.00	$0.00
INSPECTOR FLEET COSTS	$536,041.81	$94,588.19	$630,630.00	$0.00
WIRELESS COMMUNICATIONS, IT NETWORK	$50,490.59	$8,909.41	$59,400.00	$0.00
MCSAP AIRCARDS	$25,500.30	$4,499.70	$30,000.00	$0.00
INSERVICE MANUALS/BOOKS	$19,507.73	$3,442.27	$22,950.00	$0.00
CVSA DUES	$12,580.15	$2,219.85	$14,800.00	$0.00
AIRCRAFT/PILOT RENTAL	$2,692.83	$475.17	$3,168.00	$0.00
EVENT DATA RECORDER	$9,690.11	$1,709.89	$11,400.00	$0.00
CVSA DECALS	$2,448.03	$431.97	$2,880.00	$0.00
MASTER LEASE	$48,620.57	$8,579.43	$57,200.00	$0.00
FLEET COST	$0.00	$0.00	$0.00	$11,035.35
INTRASTATE COMPLAINCE TRAINING	$1,487.52	$262.48	$1,750.00	$0.00
Other Costs total	**$720,653.78**	**$127,164.22**	**$847,818.00**	**$11,035.35**

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	**$6,313,529.19**	**$1,114,064.81**	**$7,427,594.00**	**$11,035.35**
Total Costs Budgeted	**$6,313,529.19**	**$1,114,064.81**	**$7,427,594.00**	**$11,035.35**

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	$6,313,529.00	$1,114,065.00	$7,427,594.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of Basic Award Amount):	$1,114,065.00
MOE Baseline:	$11,035.35

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	$2,846,984.80	$502,369.68	$3,349,354.48	$0.00
Overtime Subtotal	$688,599.90	$121,508.10	$810,108.00	$0.00
Personnel Total	$3,535,584.70	$623,877.78	$4,159,462.48	$0.00
Fringe Benefits Total	$1,468,612.66	$259,146.61	$1,727,759.27	$0.00
Travel Total	$183,920.93	$32,454.07	$216,375.00	$0.00
Equipment Total	$72,250.85	$12,749.15	$85,000.00	$0.00
Supplies Total	$274,625.68	$48,459.57	$323,085.25	$0.00
Contractual and Subaward Total	$57,880.59	$10,213.41	$68,094.00	$0.00
Other Costs Total	$720,653.78	$127,164.22	$847,818.00	$11,035.35
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	$6,313,529.19	$1,114,064.81	$7,427,594.00	$11,035.35
Indirect Costs	$0.00	$0.00	$0.00	NA
Total Costs Budgeted	**$6,313,529.19**	**$1,114,064.81**	**$7,427,594.00**	**$11,035.35**

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.

Part 5 Section 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? Craig Thompson
2. What is this person's title? Secretary
3. Who is your Governor's highway safety representative? David Pabst
4. What is this person's title? Director

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

- (●) Yes
- ( ) No

State Certification declaration:

I, Craig Thompson, Secretary, on behalf of the State of WISCONSIN, 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.

Part 5 Section 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? Karl Mittelstadt
2. What is the title of your certifying State offical? Lieutenant Motor Carrier Section
3. What are the phone # and email address of your State official? karl.mittelstadt@dot.wi.gov (608) 215-2804

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

(●) Yes

( ) No

I, Karl Mittelstadt, 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.
• A Statement of Scope was submitted by the Division of State Patrol (DSP) to the WI Department of Transportation (WIDOT) Office of General Council (OGC) in 2015 for Chapter Trans 327 and was approved by the Governor to start the rule making process. This original Scope expired in February of 2020. A new Statement of Scope was submitted by the DSP to the WIDOT's OGC in August of 2020. This rule making, once approved by the state Legislator, will satisfy all of the below in regards to Chapter Trans 327 and make Wisconsin laws compatible with the FMCSRs. • A Statement of Scope was submitted for Chapter Trans 326 in 2014. This Statement of Scope was returned to the WIDOT by the Governor's Council for further clarification and is being reviewed by the WIDOT's OGC. A new Scope will be submitted to the Governor's Council for review. This rule making, once approved by the state Legislator, will satisfy all of the below in regards to Chapter Trans 326 and make Wisconsin laws compatible with the FMCSRs. # Areas of Non-Compatibility Action Plan Est. Completion 49 CFR 390.23 – Relief From Regulations – The State's exemption of intrastate drivers from its adoption of driver qualifications and hours of service (HOS) regulations during emergencies, in Trans 327.09 (6) is not compatible with 49 CFR 390.23. Action Plan : Will revise through rulemaking including review by the Governor's Office. Est. Completion 2021 49 CFR 391 – Driver Qualifications – The State's exemption in Trans 327.09 of intrastate drivers holding a Wisconsin CDL issued prior to July 29, 1996 from the driver qualification requirements contained in 49 CFR 391 is not compatible with the FMCSRs. Action Plan : Will revise through rulemaking which includes review by the Governor's Office. Est. Completion 2021 49 CFR 391.11(b)(1) – Driver Age – The State's exception for intrastate drivers of CMVs in Trans 327.03 from the minimum age requirements contained in 49 CFR 391.11(b)(1) is not compatible with the FMCSRs. Action Plan : Will revise through rulemaking which includes review by the Governor's Office. Est. Completion 2021 49 CFR 395 – Hours of Service – The State's exemption in Trans 327.09 (4) of intrastate drivers driving motor vehicles having a GVWR of less than 26,001 pounds from its adoption of the HOS requirements is not compatible with 49 CFR 395. Action Plan : Will revise through rulemaking that includes review by the Governor's Office. Est. Completion 2021 49 CFR 395.1(e), 395.3, and 395.8 – Records of Duty Status and HOS – The State's regulations in Trans 327.03 (10), 327.05 (3), and 327.09 concerning intrastate HOS and records of duty status (RODS) are not compatible with 49 CFR 395. Action Plan : Will revise through rulemaking that includes review by the Governor's Office. Est. Completion 2021 49 CFR 393.3 – The State does adopt 49 CFR 395.3 (a)(3)(ii) 30 minute rest break, however, rule making must occur to notify the public of this requirement before this law can be enforced. Action Plan : Will revise through rulemaking that includes review by the Governor's Office. Est. Completion 2021 49 CFR 395.8 – Electronic Logging Device (ELD) - The State does not currently adopt 49 CFR 395.8 in Trans 327. Action Plan : Will revise through rulemaking that includes review by the Governor's Office. Est. Completion 2021 49 CFR 173.5 – Agricultural Operations – The State's exemption of agricultural operations in Trans 326.07 is not compatible with the exemption for agricultural operations in 49 CFR 173.5. Action Plan : Will revise through rulemaking that includes review by the Governor's Office. Est. Completion

2021 49 CFR 173.8 – Exceptions for Non-Specification Packaging – The State's exclusion of non- specification cargo tanks, portable tanks, and non-bulk metal tanks in Trans 326.07 (1) and (2) is not compatible with the exemption for non-specification packaging used in intrastate transportation found in 49 CFR 173.8. Action Plan : Will revise through rulemaking that includes review by the Governor's Office. Est. Completion 2021

Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety

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

(●) Yes ( ) No

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

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
SB669	03/03/2020	WI Ss. 194.015	Planting and harvesting period. For purposes of the exception in 49 CFR 395.1 (k), the planting and harvesting period is January 1 to December 31.
SB523	03/03/2020	WI Ss. 343.055	Commercial driver license waiver for certain operation of commercial motor vehicles by farmers.
No. 767 CR 19-004	11/01/2019	Chapter Trans 330	-Adoption of current year FMCSRs -Adoption of 49CFR392.7 pre-trip inspection for a motor bus driver -No longer adopt FMCSRs that have been rescinded -Adoption of 49CFR 393.55 for motor buses

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
1	04/20/2020	Federal Out-of-Service Order. Private and for hire carriers operating in intrastate commerce shall only be placed out of service if they have a rating of UNSAT/UNFIT or Imminent Hazard.

COVID-19 AND WISCONSIN'S CVSP

In response to the spread of the COVID-19 virus, DSP began temporary enforcement strategies on 3/17/2020. Due to these changes, performance may be affected. The below list are items WI has implemented as a result of the COVID-19 pandemic and other points of interest.

- Governor Evers declared a Safer At Home Order on 03/24/2020 which ended May 12, 2020.
- The Division of State Patrol and Division of Motor Vehicles are honoring all the waivers FMCSA has granted.
- WIDOT implemented a no fee overweight permit for divisible goods which can be hauled during the pandemic. The items which may be hauled are agricultural products, medical supplies, warehouse goods, and all freight supplying any of the federally defined 16 critical infrastructure sectors. This no fee permit authorizes gross vehicle weights up to 90,000 pounds. (This permit is no longer available.)
- DSP as a whole limited stops to hazardous violations and violations that pose an imminent risks to traffic and public's safety from March 17th to June 8th.
- Program 111 (overtime) was suspended. Overtime is authorized to be worked as of June 8, 2020.
- Drivers are no longer allowed in the SWEFs except areas open to the public.
    - Carriers are encouraged to use SWEF parking lots to obtain rest.
    - All WI's rest areas are open for CMV parking.
- Inspectors were advised to not handle electronic devices to verify HOS.
    - Guidance was to have drivers transmit hours of service documents, rather than handling devices.
- Document license and registration information instead of handling.
    - Take pictures of important documents rather than handling them.
- Have driver sign the ASPEN with their own pen
- Keep "your" distance – modify inspection procedure as necessary and simply have the driver confirm if components are working (i.e. dash lights low air)
- Compliance staff are not allowed to complete onsite audits.
    - Three sworn inspectors were temporarily reassigned to assist with New Entrant Safety Audits, DataQs, and the Divisions Motor Carrier Hotline.
        - This allowed all of the Divisions investigative staff to continue off site audits.
- With schools being closed and other general travel restrictions in place, sworn inspectors are vigorously conducting state mandated inspections such as school buses, motor buses, and human service vehicles.
    - Conducting these inspections during the pandemic will allow staff to focus on motor carrier operations once the crisis is over.
- PPEs for inspectors and investigators were purchased with MCSAP funds.
- Inspection comparison from previous FFY.

	FFY2020	FFY2019
INSP LEVEL	(to 6/30/2020)	(to 6/30/2019)
1	3,947	7,447
2	9,238	15,014
3	5,306	6,688
4	118	276
5	41	99
Total	18,650	29,524

The United States Department of Transportation

Standard Title VI/Non-Discrimination Assurances

DOT Order No. 1050.2A

The Wisconsin Dept of Transportation (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the United States Department of Transportation (DOT), through the **Federal Motor Carrier Safety Administration (FMCSA)**, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq*., 78 Stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq*.), (prohibits discrimination on the basis of sex);
- Title IX of the Education Amendments of 1972, as amended, (20 U.S.C. § 1681 *et seq*.), (prohibits discrimination on the basis of sex in education programs or activities);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq*.), as amended, (prohibits discrimination on the basis of disability);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq*.), (prohibits discrimination on the basis of age);
- Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq*.), (prohibits discrimination on the basis of disability);
- 49 C.F.R. part 21 (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 49 C.F.R. part 27 (entitled *Nondiscrimination On The Basis Of Disability In Programs Or Activities Receiving Federal Financial Assistance*);
- 49 C.F.R. part 28 (entitled *Enforcement Of Nondiscrimination On The Basis Of Handicap In Programs Or Activities Conducted By The Department Of Transportation*);
- 49 C.F.R. part 37 (entitled *Transportation Services For Individuals With Disabilities (ADA)*);
- 49 C.F.R. part 303 (FMCSA's Title VI/Nondiscrimination Regulation);
- 28 C.F.R. part 35 (entitled *Discrimination On The Basis Of Disability In State And Local Government Services*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

Although not applicable to Recipients directly, there are certain Executive Orders and relevant guidance that direct action by Federal agencies regarding their federally assisted programs and activities to which compliance is required by Recipients to ensure Federal agencies carry out their responsibilities. Executive Order 12898 (1995), entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" emphasizes that Federal agencies should use existing laws to achieve Environmental Justice, in particular Title VI,

to ensure nondiscrimination against minority populations. Recipients should be aware that certain Title VI matters raise Environmental Justice concerns and FMCSA intends that all Recipients evaluate and revise existing procedures (as appropriate) to address and implement Environmental Justice considerations. See the following FHWA website for more information and facts about Environmental Justice: http://www.fhwa.dot.gov/environment/environmental_justice/index.cfm

Additionally, Executive Order 13166 (2001) on Limited English Proficiency, according to the U.S. Department of Justice in its Policy Guidance Document dated August 16, 2000 (65 Fed. Reg. at 50123), clarifies the responsibilities associated with the "*application of Title VI's prohibition on national origin discrimination when information is provided only in English to persons with limited English proficiency*." When receiving Federal funds Recipients are expected to conduct a Four-Factor Analysis to prevent discrimination based on National Origin. (See also U.S. DOT's "*Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons,*" dated December 14, 2005, (70 Fed. Reg. at 74087 to 74100); the Guidance is a useful resource when performing a Four-Factor Analysis).

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

> *"No person in the United States shall, on the grounds of race, color, national origin, sex, age, disability, low-income, or LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from DOT, including the FMCSA."*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973) by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally-assisted.

Specific Assurances

More specifically, and without limiting the above general Assurances, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **FMCSA Program**:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in 49 C.F.R. §§ 21.23 (b) and 21.23 (e) will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations;

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with the FMCSA Program and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

   > "*The **Wisconsin Dept of Transportation**, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract*

entered into pursuant to this advertisement, all contractors will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner's race, color, national origin, sex, age, disability, income-level, or LEP in consideration for an award.";

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations;

4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient;

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith;

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property;

7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:

    a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
    b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

    a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
    b. the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, **Wisconsin Department of Transportation** also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FMCSA** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **FMCSA**. You must keep records, reports, and submit the material for review upon request to **FMCSA**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

Wisconsin Department of Transportation gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the Department of Transportation under the **FMCSA Program**. This ASSURANCE is binding on Wisconsin, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the **FMCSA Program**. The person (s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

_____Wisconsin Dept of Transportation_____
Paul M. Hammer

by_____
(*Signature of Authorized Official*)

DATED: August 5, 2020

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Motor Carrier Safety Administration (FMCSA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations as set forth in Appendix E, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 C.F.R. part 21.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP.

4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FMCSA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FMCSA, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FMCSA may determine to be appropriate, including, but not limited to:

    a. withholding payments to the contractor under the contract until the contractor complies; and/or
    b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FMCSA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier

because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

CLAUSES FOR DEEDS TRANSFERING UNITED STATES PROPERTY

APPENDIX B

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the Department of Transportation as authorized by law and upon the condition that the Wisconsin Dept of Transportation will accept title to the lands and maintain the project constructed thereon in accordance with (***Name of Appropriate Legislative Authority***), the Regulations for the Administration of **Federal Motor Carrier Safety Administration (FMCSA) Program,** and the policies and procedures prescribed by the **FMCSA** of the Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, Department of Transportation, subtitle A, Office of the Secretary, part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Wisconsin Dept of Transportation all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto Wisconsin Dept of Transportation and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the Wisconsin Dept of Transportation, its successors and assigns.

The Wisconsin Dept of Transportation, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the Wisconsin Dept of Transportation will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, subtitle A, Office of the Secretary, part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI.)

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY OR PROGRAM

APPENDIX C

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the Wisconsin Dept of Transportation pursuant to the provisions of Assurance 7(a):

A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:

    1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, Wisconsin Dept of Transportation will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*

C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the Wisconsin Dept of Transportation will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the Wisconsin Dept of Transportation and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

APPENDIX D

The following clauses will be included in deeds, licenses, permits, or similar instruments/ agreements entered into by Wisconsin Dept of Transportation pursuant to the provisions of Assurance 7(b):

A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.

B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, Wisconsin Dept of Transportation will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*

C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, Wisconsin Dept of Transportation will there upon revert to and vest in and become the absolute property of Wisconsin Dept of Transportation and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. § 2000d *et seq*.), (prohibits discrimination on the basis of race, color, national origin), as implemented by 49 C.F.R. § 21.1 *et seq*. and 49 C.F.R. part 303;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973 (23 U.S.C. § 324 *et seq*.) (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794 *et seq*.) (prohibits discrimination on the basis of disability); and 49 C.F.R. part 27;
- The Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101 *et seq*.) (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982 (Pub. L. 97-248 (1982)), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987 (102 Stat. 28) ("*….which restore[d] the broad scope of coverage and to clarify the application of title IX of the Education Amendments of 1972, section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, and title VI of the Civil Rights Act of 1964*.");
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189), as implemented by Department of Justice regulations at 28 C.F.R. parts 35 and 36, and Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. § 1681 *et seq*).

PART 3: Description of Federal-Aid Programs-

MCSAP Basic and Incentive grants are governed by 49 USC 31102-31104 and 49 CFR Part 350. Under this program, the Division of State Patrol within the Wisconsin Department of Transportation is the lead agency as designated by the Governor and is eligible to apply for Basic and Incentive grant funding by submitting a commercial vehicle safety plan (CVSP) in accordance with the provisions of 49 CFR 350.201 and 205. The grant program is used to fund motor carrier education and enforcement activities in order to provide for the safe operation of commercial motor vehicles which has a direct impact on the safety of the general public including minority groups and minority individuals. As part of any expenditure of federal funds (including those under the MCSAP Basic and Incentive grant and High Priority Grant) used to implement Wisconsin's Motor Carrier Enforcement program, "no person in the United States shall, on the grounds of race, color, sex, age, national origin, low income, LEP, or disability, be excluded from participation in, be denied
the benefits of, or be otherwise subjected to discrimination under any program or activity for which WisDOT receives federal financial assistance from the Department of Transportation, including the Federal Motor Carrier Safety Administration." This would include all activities provided under these grants such as education (e.g., conducting safety presentations and safety campaigns) and all enforcement activities that would include, but are not limited to, roadside enforcement (e.g. traffic stops) and enforcement conducted at Safety Weight Enforcement Facilities (SWEFs). In all of these activities, the WisDOT, Division of State Patrol strives to practice sensitivity to all groups of individuals, groups, and protected classes consistent with WisDOT Title VI non-discrimination policy through ongoing training and by demonstrating this training in the field.

Commercial Driver's License Program Implementation (CDLPI) "Basic" and "High Priority" grants are funded by the Fixing America's Surface Transportation (FAST) Act, Pub. L. No. 114-94, §§ 5101 and 5104 {2015). The CDLPI financial assistance program is governed by 49 U.S.C. §§ 31104 and 31313. The Division of Motor Vehicles is the lead agency for this program, COL issuance, and COL licensing regulations. The goal of the National Commercial Driver's License (COL) Program supports the Secretary's strategic goals and FMCSA's three core principles, as it is to reduce the number and severity of commercial motor vehicle (CMV) crashes in the United States by ensuring that only qualified drivers are eligible to receive and retain a COL. This goal focuses on maintaining the concept that for every driver, there is only one driving record and only one licensing document, commonly referred to as "One Driver- One License- One Record". States are required to conduct knowledge and skills testing before issuing a Commercial Learner's Permit (CLP) and/or COL; to maintain a complete and accurate driver history record for anyone who obtains a CLP and/or COL; and to impose driver disqualifications as appropriate. This grant is intended to support the development, implementation, and maintenance of all or part of the COL program or that have a direct impact on a State's compliance with the provisions of 49 C.F.R. parts 383 and 384.

PART 4: Notification to Beneficiaries/Participants

The Wisconsin Department of Transportation (WisDOT) is committed to providing compliance with Title VI of the Civil Rights Act of 1964; 49 CPR, part 21and 49 *CPR* Part 303; and related statutes and regulations so that, no person in the United States shall, on the grounds of race, color, sex, age, national origin, low income, LEP, or disability, be excluded from participation in, be denied the benefits of, or
be otherwise subjected to discrimination under any program or activity for which WisDOT receives federal financial assistance from the Department of Transportation, including the Federal Motor

Carrier Safety Administration. Formal notification regarding WisDOT's non-discrimination obligations including procedures to be followed when filing a discrimination complaint can be found at the following link:

http://wisconsindot.gov/Pages/doing-bus/civil-rights/titlevi-ada/default.aspx

Additionally, WisDOT has posted the Public Notice hard copy in all publicly accessed facilities.

PART 5: Sub-Recipient Compliance Reports

With respect to the MCSAP award, the Wisconsin Department of Transportation, Division of State Patrol is the lead agency and primary contractor and does not presently provide Federal funding to a sub-recipient, sub-grantee, or sub- contractor. Funding is used entirely by the Wisconsin Department of Transportation, Division of State Patrol in furtherance of the State's motor carrier safety assistance program and goals as defined in the State's Commercial Motor Vehicle Safety Plan. There are no future plans to provide federal funding to these entities.

With respect to the CDLPI award, the Wisconsin Department of Transportation, Division of Motor Vehicles is the lead agency and primary contractor. Wisconsin DMV does not provide Federal funding to sub-recipients or sub-grantees, and funds are used entirely for development and maintenance of the State's Commercial Driver License program.

PART 6: Training

In CY 2016, a Title VI Learning Module specific to State Patrol Title VI issues developed by the WisDOT Title VI Officer will be added to WisDOT's learning portal. All State Patrol employees will be required to complete this training module. In addition to this training, Superintendent Anthony Burrell of the DSP serves as representative to WisDOT's Title VI Committee whose charge is to discuss issues and implement plans, procedures and training relative to compliance with Title VI.

All WisDOT employees receive training during orientation, titled {{Title VI: Knowing Your Role". In FFY 2018, WisDOT provided this training to 290 employees, including 10 supervisors. WisDOT's Title VI Office has committed to creating a Title VI training module and will add it to the annual training requirements for all WisDOT staff. We hope to implement this new module during FFY21.

PART 7: Access to Records

Each recipient shall permit access by the Secretary or his delegates during normal business hours to such of its books, records, accounts, and other sources of information and its facilities as may be pertinent to certain compliance with this part. Where any information required of a recipient is in the exclusive possession of any other agency, institution, or person and this agency, institution, or person fails or refuses to furnish this information, the Wisconsin Department of Transportation shall so certify in its report and shall set forth what efforts it has made to obtain the information. Requests should first be made to the Program and Policy Analyst within the Motor Carrier Enforcement Section of DSP who will then work with WisDOT's Title VI Coordinator and WisDOT's Office of General Counsel to provide FMCSA with the documents or related information relevant to the request. WisDOT will practice due diligence to meet all requests by FMCSA.

PART 8: Complaint Disposition Process

Please see description of process found on pages 58-59 of WisDOT's Title VI Nondiscrimination Plan and Assurances: Implementation Plan

PART 9: Status of Corrective Actions Implemented by Applicant to Address Deficiencies Previously Identified during a Title VI Program Compliance Review

WisDOT has not had a Title VI Program Compliance Review in the past five years.

PART 10: Community Participation Process

Division of State Patrol- The Division of State Patrol, a law enforcement agency, is the recipient of the MCSAP award. As the Division of State Patrol does not provide/conduct motor licensure/motor vehicle registration-related services/activities, the Community Participation Process does not apply. Division of Motor Vehicles (DMV)- The Division of Motor Vehicles, a state driver licensing and vehicle registration agency which conducts motorist licensure and motor vehicle registration services, is the recipient of the Commercial Driver License Program Implementation award. As the Wisconsin DMV provides services to the public, the Community Participation Process does apply. In the event that Wisconsin DMV will be increasing or decreasing the number of publicly accessed facilities and/or the services provided/activities conducted at certain publicly-accessed facilities, Wisconsin DMV is required to conduct an evaluation of the impacts to members of the Public to determine what outreach to the members of the Public (if any) may be necessary to inform them of the change in availability of activities/services and/or facilities. In the event that multiple facilities regionally or state-wide will be affected and there will be a marked diminution of available facilities and services offered, then Wisconsin DMV may determine that an intensive outreach effort to include meetings will be necessary to notify and then solicit feedback regarding the impact of the proposed changes. If the impact is local or regional and there are other 13 methods of obtaining the services in the area, then the outreach may be as simple as a notice to the Public regarding the change and identification of other available methods to obtain those services. In the event that the State Partner determines that an intensive outreach effort is necessary, the following actions, consistent with the "FY 2020 FMCSA Title VI Program Compliance Plan Checklist" are applicable:

- Prepare a Stakeholders List
- Plan Public Meetings
- Publicize Proposed Changes
- Conduct the Public Meetings
- Review and Analysis
- Written Report
- Submission to FMCSA
- Implement the change(s)
- Monitor Feedback
- Re-Evaluate
- Adjust
- Notification of Title VI Program Protections

The steps taken to accomplish the preceding will be as comprehensive and intensive as is required by the nature of the proposed change(s). This requirement for Community Participation outreach is not intended to be developed separate and apart from the outreach process that Wisconsin DMV may already use at present.

Title VI Program FMCSA Compliance Provisions

PART 1: POLICY STATEMENT- DELEGATION OF AUTHORITY AND RESPONSIBILITY

WisDOT Title VI/Nondiscrimination Commitment:

The Wisconsin Department of Transportation's (WisDOT) Division of State Patrol and Division of Motor Vehicles are committed to providing compliance with Title VI of the Civil Rights Act of 1964; 49 CFR, part 21and 49 CFR Part 303; and related nondiscrimination authorities so that, no person in the United States shall, on the grounds of race, color, sex, age, national origin, or disability, low income, and LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which WisDOT receives federal financial assistance from the Department of Transportation, including the Federal Motor Carrier Safety Administration. The provision of Assurance for complying with Title VI is documented in PART 2 of this document entitled "Title VI Program Assurance."

WisDOT Title VI/Nondiscrimination Policy

1. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in all federally assisted programs. The Federal-aid Highway Act of 197 {23 U.S.C. 324} added sex as a protected status in all Federal Highway Administration activities. The scope of Title VI was clarified by the Civil Rights Restoration Act of 1987 (P.L. 100-259), effective March 22, 1988, which added Section 606, expanding the definition of the terms "programs or activities" to include all of the operations of an educational institution, government entity, or private employer that receives federal funds if any one operation receives federal funds. Additional authorities include age, disability, low income, and LEP.

2. All administrators, bureau directors and section chiefs, supervisors and other WisDOT employees are hereby delegated the responsibility to implement the WisDOT Title VI policy and plan in their work areas, to include the responsibility to develop and implement procedures and guides to adequately implement and monitor their programs.

3. The WisDOT Title VI Coordinating Officer is granted the authority to monitor, promote, and direct the implementation of the WisDOT Title VI program, policy and plan. Any individual who believes that he or she has been discriminated against, in violations of Title VI, in regard to any WisDOT program or activity should contact the WisDOT Title VI Coordinating Officer at {608} 266-0209.

Wisconsin Dept of Transportation

(name of Recipient)

By_____

(Signature of Authorized Official)

DATED_____August 24, 2020_____

Certifications required by 49 C.F.R. sections 350.211 and 350.213

Part 5 ECVSP

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP, as required by 49 C.F.R. sections 350.207, 350.211, 350.213, and 350.303. 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? **Craig Thompson**

2. What is this person's title? **Secretary of the Wisconsin Department of Transportation**

3. Who is your Governor's highway safety representative? **David Pabst**

4. What is this person's title? **Director of the Wisconsin Department of Transportation's Bureau of Transportation Safety**

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

NO

State Certification declaration:

I, _____, on behalf of the State of _____ have the authority to make the following certification on behalf of the State. As a condition of approval of a grant under the authority of 49 U.S.C. section 31102, I certify that the State satisfies all conditions required to qualify for MCSAP funding, as specifically detailed in 49 C.F.R. section 350.207.

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? **Karl Mittelstadt**

2. What is the title of your certifying State official? **Lieutenant Motor Carrier Section**

3. What are the phone # and email address of your State official? **(608) 215-2804 karl.mittelstadt@dot.wi.gov**

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

No

State Compatibility Review of Laws, Regulations, Standards, and Orders on CMV Safety Certification

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

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

(1) As applicable to interstate commerce not involving the movement of hazardous materials:

(i) Are identical to or have the same effect as the FMCSRs; or

(ii) If in addition to or more stringent than the FMCSRs, have a safety benefit, do not unreasonably frustrate the Federal goal of uniformity, and do not cause an unreasonable burden on interstate commerce when enforced;

(2) As applicable to intrastate commerce not involving the movement of hazardous materials:

(i) Are identical to or have the same effect as the FMCSRs; or

(ii) Fall within the limited variances from the FMCSRs allowed under 49 C.F.R. sections 350.305 or 350.307; and

(3) As applicable to interstate and intrastate commerce involving the movement of hazardous materials, are identical to the HMRs.

Areas where Wisconsin law, Chapter Trans 327 & 326, which are not compatible with some of the FMCSRs including a good faith effort explanation.

- A Statement of Scope was submitted by the Division of State Patrol (DSP) to the WI Department of Transportation (WIDOT) Office of General Council (OGC) in 2015 for Chapter Trans 327 and was approved by the Governor to start the rule making process. This original Scope expired in February of 2020. A new Statement of Scope was submitted by the DSP to the WIDOT's OGC in August of 2020. This rule making, once approved by the state Legislator, will satisfy all of the below in regards to Chapter Trans 327 and make Wisconsin laws compatible with the FMCSRs.

- A Statement of Scope was submitted for Chapter Trans 326 in 2014. This Statement of Scope was returned to the WIDOT by the Governor's Council for further clarification and is being reviewed by the WIDOT's OGC. A new Scope will be submitted to the Governor's Council for review. This rule making, once approved by the state Legislator, will satisfy all of the below in regards to Chapter Trans 326 and make Wisconsin laws compatible with the FMCSRs.

#	Areas of Non-Compatibility	Action Plan	Est. Completion
1	49 CFR 390.23 – Relief From Regulations – The State's exemption of intrastate drivers from its adoption of driver qualifications and hours of service (HOS) regulations during emergencies, in Trans 327.09 (6) is not compatible with 49 CFR 390.23.	Will revise through rulemaking including review by the Governor's Office.	2021
2	49 CFR 391 – Driver Qualifications – The State's exemption in Trans 327.09 of intrastate drivers holding a Wisconsin CDL issued prior to July 29, 1996 from the driver qualification requirements contained in 49 CFR 391 is	Will revise through rulemaking which includes review by the Governor's Office.	2021

	not compatible with the FMCSRs.		
3	49 CFR 391.11(b)(1) – Driver Age – The State's exception for intrastate drivers of CMVs in Trans 327.03 from the minimum age requirements contained in 49 CFR 391.11(b)(1) is not compatible with the FMCSRs.	Will revise through rulemaking which includes review by the Governor's Office.	2021
4	49 CFR 395 – Hours of Service – The State's exemption in Trans 327.09 (4) of intrastate drivers driving motor vehicles having a GVWR of less than 26,001 pounds from its adoption of the HOS requirements is not compatible with 49 CFR 395.	Will revise through rulemaking that includes review by the Governor's Office.	2021
5	49 CFR 395.1(e), 395.3, and 395.8 – Records of Duty Status and HOS – The State's regulations in Trans 327.03 (10), 327.05 (3), and 327.09 concerning intrastate HOS and records of duty status (RODS) are not compatible with 49 CFR 395.	Will revise through rulemaking that includes review by the Governor's Office.	2021
6	49 CFR 393.3 – The State does adopt 49 CFR 395.3 (a)(3)(ii) 30 minute rest break, however, rule making must occur to notify the public of this requirement before this law can be enforced.	Will revise through rulemaking that includes review by the Governor's Office.	
7	49 CFR 395.8 – Electronic Logging Device (ELD) - The State does not currently adopt 49 CFR 395.8 in Trans 327.	Will revise through rulemaking that includes review by the Governor's Office.	2021

8	49 CFR 173.5 – Agricultural Operations – The State's exemption of agricultural operations in Trans 326.07 is not compatible with the exemption for agricultural operations in 49 CFR 173.5.	Will revise through rulemaking that includes review by the Governor's Office.	2021
9	49 CFR 173.8 – Exceptions for Non-Specification Packaging – The State's exclusion of non- specification cargo tanks, portable tanks, and non-bulk metal tanks in Trans 326.07 (1) and (2) is not compatible with the exemption for non-specification packaging used in intrastate transportation found in 49 CFR 173.8.	Will revise through rulemaking that includes review by the Governor's Office.	2021

3 - New State Laws, Regulations, Standards, and Orders on CMV safety

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

Has the State adopted/enacted any new or updated State laws, regulations, standards, and orders on CMV safety since the last CVSP or annual update was submitted?

Yes

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

If there is no formal bill, please include a description of standards or orders on CMV safety and effective date and include a hyperlink or URL in the summary.

Law, Regulation, Standard, or Order Adoption			
Bill Number	Effective Date	Code Section Change	Summary of Change
2019 WI ACT 174	March 3rd, 2020	WI Ss. 194.015	Defined WI's planting and harvesting season to 365 days a year. LINK
2019 WI ACT 163	March 3rd, 2020	WI Ss. 343.055	Commercial driver license waiver for certain operation of commercial motor vehicles by farmers. LINK
WI Register November 2019 No. 767 CR 19-004	November 1, 2019	Chapter Trans 330	-Adoption of current year FMCSRs -Adoption of 49CFR392.7 pre-trip inspection for a motor bus driver -No longer adopt FMCSRs that have been rescinded -Adoption of 49CFR 393.55 for motor buses

			LINK (This change was made to satisfy the 2009 MCSAP review report.)

Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, **Craig Thompson, Secretary**, certify that WISCONSIN 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: Secretary, Wisconsin Department of Transportation

Date of Certification: 6/10/2020

FY 2021 Certification of MCSAP Conformance (State Certification)

I, Craig Thompson, Secretary, on behalf of the State of Wisconsin, 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 designated Wisconsin Department of Transportation/Wisconsin State Patrol as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and to perform defined functions under the CVSP.

2. The State has assumed responsibility for and adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.

3. The State will cooperate in the enforcement of financial responsibility requirements under 49 C.F.R. part 387.

4. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C §§ 13902 and 31134 by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.

5. The laws of the 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.

6. The Lead State Agency and any subrecipient of MCSAP funds have 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.

7. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.

8. 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.

9. The State will maintain the maintenance of effort required under 49 C.F.R. § 350.225.

10. The State requires that all reports required in the CVSP be available to FMCSA upon request, meets the reporting requirements, and uses the forms for recordkeeping, inspections, and investigations that FMCSA prescribes.

11. The State implements performance-based activities, including deployment and maintenance of technology, to enhance the efficiency and effectiveness of CMV safety programs.

12. The State dedicates sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data are collected and reported, and to ensure the State's participation in a national motor carrier safety data correction system prescribed by FMCSA.

13. The State will ensure that the Lead State Agency will coordinate the CVSP, data collection, and information systems with the State highway safety improvement program under 23 U.S.C. § 148(c).

14. The State will ensure participation in information technology and data systems as required by FMCSA for jurisdictions receiving MCSAP funding.

15. The State will ensure that information is exchanged with other States in a timely manner.

16. The laws of the State 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.

17. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.

18. 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.

19. 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).

20. The State will address activities in support of the national program elements listed in 49 C.F.R. § 350.203.

21. The State will ensure that detection of criminal activities and CMV size and weight enforcement activities described in 49 C.F.R. § 350.227(b) funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.

22. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.

23. 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.

24. The State has in effect a requirement that registrants of CMVS demonstrate their knowledge of the applicable FMCSRs, HMRs, or compatible State laws, regulations, standards, and orders on CMV safety.

25. The State will transmit to its roadside inspectors at the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 C.F.R. §§ 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.

26. Except for a territory of the United States, the 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.

27. The State willfully participates in the performance and registration information systems management program under 49 U.S.C. §31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.

28. The State will ensure that it cooperates in the enforcement of hazardous materials safety permits issued under subpart E of part 385 of this subchapter by verifying possession of the permit when required while conducting vehicle inspections and investigations, as applicable.

29. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.

30. In the case that a 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 C.F.R. subpart D.

Date November 30, 2020

Signature