



MONTANA

Commercial Vehicle Safety Plan

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

**Fiscal Years 2021 - 2023
Annual Update FY 2023**

Date of Approval: June 08, 2023

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 2021 - 2023)
- Part 2: Crash Reduction and National Program Elements (FY 2021 - 2023)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2021 - 2023)
- Part 4: Financial Information (FY 2023)
- Part 5: Certifications and Documents (FY 2023)

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 2023:

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 2022 plans. States must carefully review and update this information to reflect FY 2023 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 2023 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

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

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

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

Part 1 Section 2 - Mission/Goal Statement

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

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

Instructions:

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

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

Montana Department of Transportation (MDT) Mission Statement

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

Motor Carrier Services Division (MCS) Mission Statement

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

Montana Highway Patrol (MHP)

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

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:

Answer the questions about your CVSP activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	Question
<input type="radio"/>	<input checked="" type="radio"/>	Are there initiatives involving "rural roads" included in this CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State voluntarily submit an annual Training Plan to the National Training Center (NTC)?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State include activities regarding Migrant Worker Transportation in Rural Areas in this CVSP?

The Montana Department of Transportation (MDT) is the lead MCSAP agency for Montana and the MCS (Motor Carrier Services) Division manages the program. MDT/MCS enforcement officers within the Enforcement Bureau conduct weigh station/POE driver and vehicle inspections at 16 continuously operated and 14 intermittently operated weigh stations. In the fall of 2020 Montana will completed construction of 1 more intermittently operated weigh station/POE. MCS Patrol officers conduct driver and vehicle inspections at various other roadside locations across Montana. As a normal part of MCS enforcement procedures, officers routinely check drivers for alcohol usage, appropriate driving credentials, driver and vehicle compliance status, as well as carrier financial responsibility, operating authority and federal out-of-service status.

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

In addition, nine MCSAP investigators within MCS complete carrier investigations, as well as CMV inspections at various locations across the state. The MCSAP team uses the Safety Management System (SMS) in the Activity Center for Enforcement (ACE) to identify intrastate and interstate carriers for investigation. During each investigation, MT investigators confirm and document financial responsibility for intrastate and interstate carriers. Montana's MCSAP investigators will continue to use off-site, onsite and comprehensive carrier investigations to confirm carrier compliance throughout the State during FFY 2021, 2022 & 2023. Montana's MCSAP work unit also utilizes FMCSA's New Entrant off-site computer program to conduct New Entrant Safety Audits throughout the State. During the 2020 FFY Montana MCSAP investigators began conducting Safety Audits on Canadian carriers.

Over 247 Montana Highway Patrol officers enforce CMV traffic and drug and alcohol laws, in addition to CMV safety regulations. Approximately, 55 of these MHP officers conduct level III driver inspections as the result of CMV traffic stops. During each CVSA inspection MHP (Montana Highway Patrol) officers utilize NLETS to verify and validate the driver's CDL, MHP officers are also trained to confirm the class of the CDL is correct for the CMV they are operating. MHP officers are trained in alcohol and drug interdiction as a normal part of their duties and take appropriate enforcement action when detected. The MHP continues to send officers to Desert Snow drug interdiction training and as of this draft plan approximately 60 officers have participated in the training. The MHP is now self-funding their officer training. To date approximately 18 officers have participated in the training during FFY 2019 & 2020. All officers routinely check drivers for presence of alcohol and drugs during all CMV traffic enforcement stops and if necessary, take appropriate enforcement action and will continue during FFY 2021, 2022 & 2023.

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:	MONTANA DEPARTMENT OF TRANSPORTATION/MOTOR CARRIER SERVICES
Enter total number of personnel participating in MCSAP activities	97
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	96
Traffic Enforcement Activities	0
Investigations*	9
Public Education and Awareness	9
Data Collection and Reporting	3
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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:	1
Total # of MCSAP Participating Personnel:	55

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 2021 - 2023 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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 most recent five fiscal years using the Activity Dashboard on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <https://ai.fmcsa.dot.gov>. 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 2015 - 2019

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 relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the 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.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

ALL CMV CRASHES

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

Goal measurement as defined by your State: 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			
01/01/2019	12/31/2019	21	1.40	1.90
01/01/2018	12/31/2018	14	1.50	1.28
01/01/2017	12/31/2017	19	1.59	1.71
01/01/2016	12/31/2016	23	1.69	1.94
01/01/2015	12/31/2015	26	1.78	1.85

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
Montana did not set a passenger carrier crash reduction goal

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	0		
01/01/2018	12/31/2018	0		
01/01/2017	12/31/2017	3		
01/01/2016	12/31/2016	0		
01/01/2015	12/31/2015	1		

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
Montana did not set a HM carrier crash reduction goal

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	0		
01/01/2018	12/31/2018	0		
01/01/2017	12/31/2017	1		
01/01/2016	12/31/2016	1		
01/01/2015	12/31/2015	1		

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

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

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

The State of Montana continues deal with high turnover. This problem is exacerbated by Montana's low unemployment rates throughout the state. As with the rest of the country the COVID-19.pandemic has presented new challenges

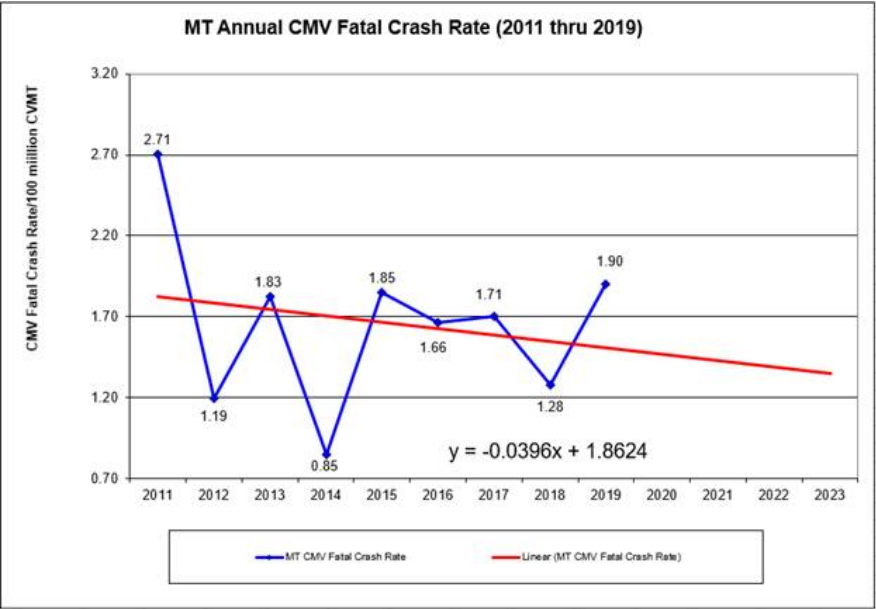
Narrative Overview for FY 2021 - 2023

Instructions:

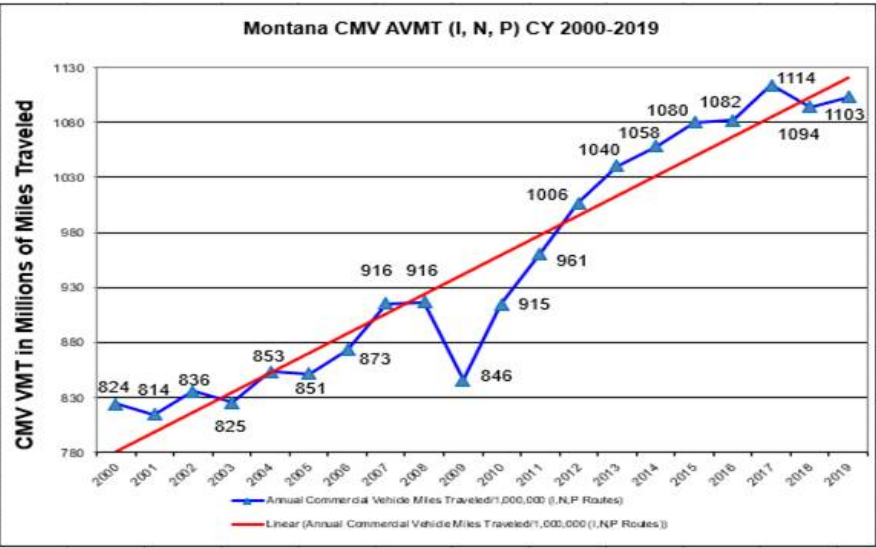
The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number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

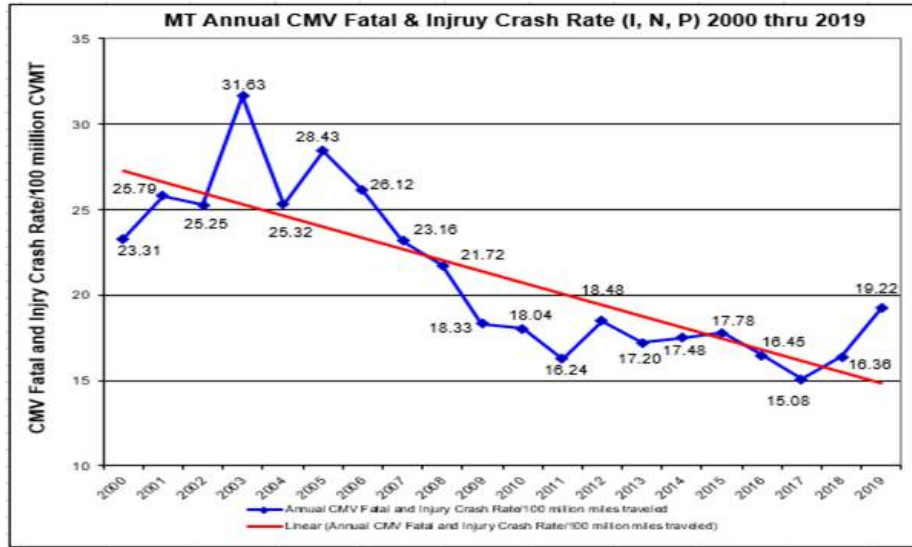
Graph 1



Graph 2



Graph 3



Graph 4

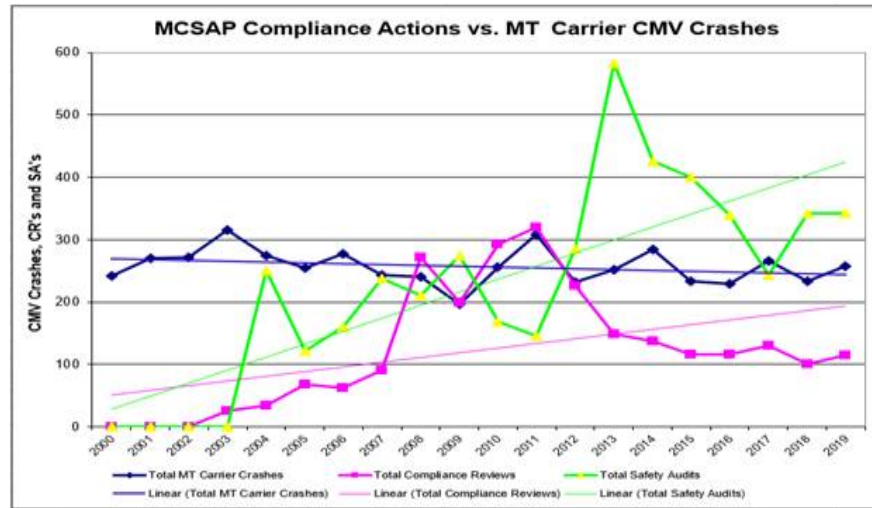


Table 1

2011 thru 2019 Fatal Crash Rate Trendline Values forecasted for 2020 thru 2023												
CY 2011	CY 2012	CY 2013	CY 2014	CY 2015	CY 2016	CY 2017	CY 2018	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023
1.8228	1.7832	1.7436	1.7040	1.6644	1.6248	1.5852	1.5456	1.5060	1.4664	1.4268	1.3872	1.3476
-0.0396		1.8624										
1	2	3	4	5	6	7	8	9	10	11	12	13

Table 2

2011 thru 2019 Fatal Crash Rate Trendline Values									
Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
# CMV Fatal Crashes	26	12	19	9	20	18	19	14	21
Annual CMV VMT (Millions)	961	1,006	1,040	1,058	1,080	1,082	1,114	1,094	1,103
CMV Fatal Crash Rate (Crashes /100 Million Miles traveled)	2.71	1.19	1.83	0.85	1.85	1.66	1.71	1.28	1.90
Rate Trendline (CMV crashes/100 million miles traveled)	1.8228	1.7832	1.7436	1.704	1.6644	1.6248	1.5852	1.5456	1.506

Table 1 above lists the # of fatal CMV crashes in Montana each calendar year from 2011 through 2019. Additionally, the table lists Commercial Vehicle Miles traveled statewide for the same period. The fatal crash rate each year is listed using the # fatal crashes/Commercial Vehicle Miles Traveled. A linear trendline was then calculated using the 9 intervals starting in 2011 and ending in 2019. The trendline formula was then used to calculate the projected crash rate each calendar year for 2020 through 2023, as listed in red text in Table 2. The projected crash rates are Montana fatal crash rate goals through calendar year 2023.

For the past 7 years MCS has updated and evaluated these and many other graph and tables. This review of crash statistic helps MCS management confirm our strategies and activities in our previous CVSP's continue to have a positive effect on Montana's CMV fatal crash reduction goals. MCS established a fatal crash reduction goal as it relates to a trend to establish a true picture of our crash reduction efforts over time. MCS management updates the multiple graphs annually to include those shown above to support Montana's limited CMV enforcement resources are focusing on effective areas and activities to reduce CMV crashes. MCS management utilizes these tables and graphs to develop our CVSP.

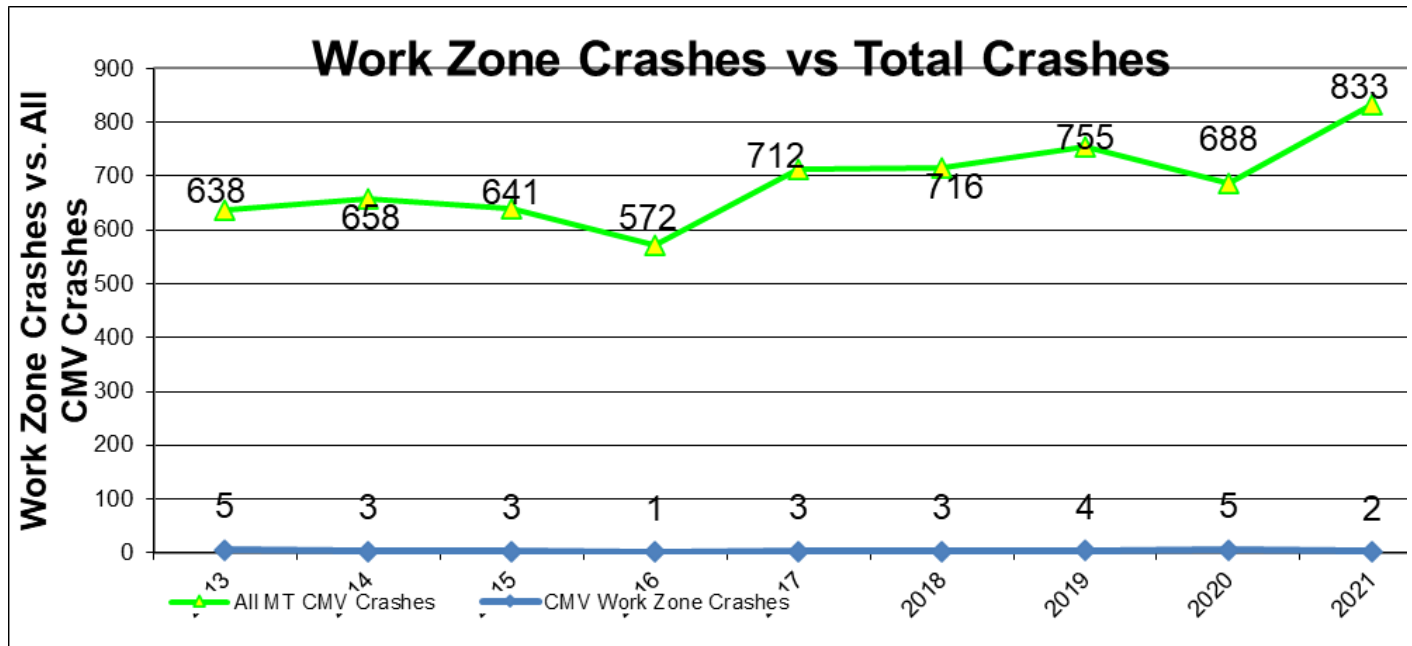
Graph 2 shows Montana's CMV Miles Traveled continues to trend up over the same timeframe and as mentioned previously, Graph 1 shows fatal crash rates are trending down. Furthermore, Graph 3 illustrates the statewide reportable CMV Fatal and Injury crash dataset over the same timeframe. The trendline for the Fatal and Injury Crash dataset also indicates a significant downward trend, very much like the Fatal Crash data set. It should be noted the last 2 years reveal slight increase of actual number of CMV crashes but to date the trend is still down.

Graph 4 shows the number of carrier investigations and safety audits completed on Montana domiciled Motor Carriers, both Interstate and Intrastate, from 2000 through 2019. In addition, the graph shows the number of crashes each year for Montana domiciled Motor Carriers. As depicted, in the graph, the outcome of Carrier investigations and New Entrant Safety Audits is a crash reduction in the number of CMV crashes associated with Montana Domiciled Motor Carriers as indicated by the trendline of the crash dataset.

As stated in our opening remarks, graphs 1 shows Montana MCS Fatal Crash trendline continues downward while graph 2 depicts the continued increase of annual CMV miles traveled. As listed in Table 2, Montana crash rate goal for FFY 2015 (CY 2014) was 1.7821 CMV fatal crashes per 100 million miles traveled and projecting a multi-year goal using the same trendline established at that time, the FFY 2021 (CY 2020) goal is 1.4664 CMV fatal crashes per 100 million miles traveled.

Table 3

Calendar Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total MT CMV Crashes	638	658	641	572	712	716	755	688	833
CMV Work Zone Crashes	5	3	3	1	3	3	4	5	2
Work Zone Percent of Total	0.78%	0.46%	0.47%	0.17%	0.42%	0.42%	0.53%	0.73%	0.24%
Percent Annual Change		-41.82%	2.65%	-62.65%	141.01%	-0.56%	26.45%	37.17%	-66.96%



The new table (3) and graph titled Work Zone Crashed shows the total number of CMV crashes in Montana over the last 9 years. This same table and graph shows the total number of work zone crash in the Montana and the percentage of these crashes to the total number of crashes throughout Montana. It should be noted during 2013 and 2020, Montana experience the greatest number of work zone crashes 5. This total represents less than .8 % of the total crashed in Montana.

The Montana Department of Transportation recognized the importance of reducing work zone crashes. The MDT utilizes FHWA funds to pay the MHP to use officers on overtime to complete 8-hour traffic enforcement in work zone throughout Montana during the construction season. The MDT also utilizes variable messaging signs connected to road sensors. The sensors monitor traffic flow when the traffic begins to back up the variable message change to warn approaching traffic to slow sooner. If The MHP needs assistance during a CMV traffic stop, they contact MCS officers to complete level I or II inspections. Motor Carrier Services will utilize these existing programs to reduce CMV crashes in work zones as resources allow to reduce these crashes by 1 or 15%.

To achieve this goal, MCS will continue our efforts in carrier education, investigation, safety audits and roadside inspections to ensure carrier safety and compliance with State laws and Federal regulations for interstate and intrastate carriers. MCS will continue to base Montana's annual fatal crash reductions goals derived from the formula using fatal crash data for the period of CY 2011 through CY 2023, as illustrated in Table 1. Using the trendline formula, calendar year fatal crash rate goals were projected and listed in Table 2 above each year through 2023.

Enter the data source and capture date:

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

Projected Goal for FY 2021 - 2023:

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 shown as 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2021	1
2022	1
2023	1

MCS did not choose to make a fatal crash goal for motor coach/passenger vehicles because Montana's fatal crash numbers are so small. As a critical element of Montana's overall CMV crash reduction strategy, MCS will continue our passenger

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

Program Activities for FY 2021 - 2023: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

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

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

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

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

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 2021 - 2023. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 2015 - 2019

Inspection Types	2015	2016	2017	2018	2019
Level 1: Full	4075	4789	5660	3636	4933
Level 2: Walk-Around	14140	17070	14514	12091	11238
Level 3: Driver-Only	16488	15409	14258	12417	18274
Level 4: Special Inspections					12
Level 5: Vehicle-Only	452	202	178	123	130
Level 6: Radioactive Materials					
Total	35155	37470	34610	28267	34587

Narrative Overview for FY 2021 - 2023**Overview:**

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

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

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.

A total of 87 MCS Enforcement officers operate sixteen fixed platform scales weigh stations and fifteen intermittently staffed locations with static and fixed platform scales. Within the 87 MCS officers Montana has, twenty-five MCS officers operating mobile vehicles across the state. In addition, 5 Captains and 3 Lieutenants conduct safety inspections to maintain their Level 1 certification.

Currently five weigh station sites are equipped with a prescreening system called 360 SmartView, which includes USDOT and License Plate readers (cameras) and infrared axle, tire and wheel screening subsystems. Montana also has two 360 SmartView trailers with USDOT and License Plate readers that can be used statewide at the roadside. 360 SmartView is connected to Montana's OS/OW permitting system and Intrastate registration system. 360 SmartView Mobile, the manual version of 360 SmartView is Montana's CVIEW and is used to screen CMV for safety compliance and operating credential at all non-automated weigh stations and mobile patrol officer at the roadside. Using the license plate number and jurisdiction and/or USDOT number this system checks operating credentials and motor carrier safety information and pushes vehicle registration and carrier fuel license status and carrier inspection and safety scores to the officer as the CMV approaches the weigh platform or roadside inspection area. Safety, credentials and when equipped, wheel, brake and tire information is used by officers to identify high-risk carriers, vehicles and drivers for inspection. Screening checks include federal out-of-service checks. Officers use the infrared system to identify CMVs with possible unsafe brakes, wheel bearings and tires as they approach the weigh stations. The eighty one MCS officers working in the weigh station and in mobile vehicles complete inspections and various other duties

related to the weigh station operations, such as size weight enforcement, OS/OW permitting and registration/fuel tax verification. Approximately fifteen percent of MCS officer's time is dedicated motor carrier safety (MCSAP related activities).

As the MCSAP lead agency MDT/MCS has trained and emphasized the use of eRODS program when and where the program can be used during the CMV inspection process. As Montana moves forward improving connectivity for our inspection teams in our rural inspection areas, our hope is eRODS will be utilized 100% of the time during inspections.

By the end of first quarter of FFY 2023 Montana's The Montana Department of Transportation /Motor Carrier Services will have taken the necessary steps to become compliant with the Iowa MVE model for TAT by the end of the first quarter of FFY 2023. Montana will also join in CVSA's national efforts during the month of January 2023. With the intent of raising the awareness of human trafficking throughout Montana.

Now that FMCSA has completed the Drug and Alcohol Clearing house (DACH) communication link with INLETS. Montana's MCS officer who have multiple duties during CMV inspections, to include checking wants and warrants of drivers will now have DACH prohibited driver information during inspections through INLETS. This change will allow officer to receive DACH without having to check in multiple system. The change will improve the states DACH catch rate for noted prohibited drivers and place them Out of Service at the time of inspection, This will raise Montana's inspection teams catch rate to over 90% of the time during the last half of FFY 2023

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

Montana utilizes the Montana Highway Patrol to conduct CMV traffic enforcement with and without inspection throughout Montana. Montana utilizes state funds to pay for the Montana Highway Patrol activities during each FFY.

Montana's MCSAP Manager will continue to utilize FMCSA's approved quarterly reporting forms to advise activity status, outcomes, and grant expenses 30 days after the end of each federal fiscal quarter during the 2021, 2022 and 2023 FFY.

Projected Goals for FY 2021 - 2023

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2021 - 2023. For FY 2023, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

Lead Agency is: MONTANA DEPARTMENT OF TRANSPORTATION/MOTOR CARRIER SERVICES

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

Projected Goals for FY 2023 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6600	716	80	7396	18.38%
Level 2: Walk-Around	12452	266	0	12718	31.61%
Level 3: Driver-Only	19250	266	30	19546	48.58%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	451		123	574	1.43%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Lead Agency	38753	1248	233	40234	

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 2023 - 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:	1
Enter the total number of non-funded certified officers:	55
Enter the total number of inspections projected for FY 2023:	1200

Summary

Projected Goals for FY 2023 - Roadside Inspections Summary

Projected Goals for FY 2023 Summary for All Agencies					
MCSAP Lead Agency: MONTANA DEPARTMENT OF TRANSPORTATION/MOTOR CARRIER SERVICES					
# certified personnel: 86					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 1					
# certified personnel: 55					
# projected inspections: 1200					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6600	716	80	7396	18.38%
Level 2: Walk-Around	12452	266	0	12718	31.61%
Level 3: Driver-Only	19250	266	30	19546	48.58%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	451		123	574	1.43%
Level 6: Radioactive Materials				0	0.00%
Total MCSAP Lead Agency & Subrecipients	38753	1248	233	40234	

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

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

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

Projected Goals for FY 2022 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	34771	0	1000	35771
Enter total number of certified personnel	86	0	0	86
Projected Goals for FY 2023 Roadside Inspections				
Enter total number of projected inspections	34771	0	1000	35771
Enter total number of certified personnel	86	0	0	86

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 Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 2015 - 2019

Investigative Types - Interstate	2015	2016	2017	2018	2019
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	2	1
CSA On-Site Focused/Focused CR	13	6	3	6	6
CSA On-Site Comprehensive	33	23	23	24	19
Total Investigations	46	29	26	32	26
Total Security Contact Reviews	2	5	5	5	3
Total Terminal Investigations	0	0	1	0	0

Investigative Types - Intrastate	2015	2016	2017	2018	2019
Compliance Investigations	0	0	0	2	2
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	1	0	0	3
CSA On-Site Comprehensive	49	43	58	46	42
Total Investigations	49	44	58	48	47
Total Security Contact Reviews	2	2	5	0	1
Total Terminal Investigations	0	0	0	0	1

Narrative Overview for FY 2021 - 2023**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 2021 - 2023

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2021 - 2023.

Projected Goals for FY 2021 - 2023 - Investigations						
Investigation Type	FY 2021		FY 2022		FY 2023	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	1	1	1	1	1	1
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	10	10	10	10	12	12
CSA On-Site Focused/Focused CR	8	8	8	8	10	10
CSA On-Site Comprehensive	40	60	40	60	44	72
Total Investigations	59	79	59	79	67	95
Total Security Contact Reviews	6	0	6	0	6	0
Total Terminal Investigations	1	0	1	0	1	0

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

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

Montana's MCSAP investigators will continue to utilize multiple types of carrier investigations to inform and confirm carrier compliance throughout the state. All investigators complete all intrastate and interstate investigation reports in AIM. Montana utilizes ACE (Activity Center for Enforcement) system to identify at-risk or deficient Montana-based motor carriers in operation. The carriers identified are assigned to one of our 9 MCSAP investigators. Montana also has all MCSAP investigators complete passenger vehicle inspection training. This allows Montana to complete passenger carrier investigation across the state. Montana also has a CTFR investigator to help confirm cargo tank testing facilities are compliant with the hazardous material regulations.

As of this application Montana, along with our FMCSA partners, have no MAP21 passenger carrier or high-risk investigations that are past due. MCS has utilizes Montana's ARM (Administrative Rules of Montana) process annually to adopted CMV CFR's. Montana has adopted 49 CFR 385 for all intrastate carriers. The adoption of CFR 385, allows Montana to place intrastate carriers who receive an unsatisfactory rating as a result of the carrier investigation out-of-service, utilizing FMCSA's timetables based on carrier operation. Montana utilizes FMCSA upgrade process for intrastate carriers requesting an upgrade. Carriers must provide documents to prove compliance with the CFR's or State laws discovered and noted in carrier investigations.

Montana will conduct 138 various types of investigations on interstate and intrastate commercial carrier investigations as identified through ACE system during each FFY (2021, 2022 & 2023). MCS will identify at-risk interstate/intrastate carriers for investigation, determine appropriate type of intervention, prioritize carrier list; assign carrier interventions to Safety Investigators (SI's); conduct, report and track interventions.

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

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

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

Montana's MCSAP Manager will continue to utilize FMCSA's approved quarterly reporting forms to advise activity status, outcomes and grant expenses 30 days after the end of each federal fiscal quarter during the 2021, 2022 and 2023 FFY.

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). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2015 - 2019

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		
10/01/2018	09/30/2019	766	173
10/01/2017	09/30/2018	1224	312
10/01/2016	09/30/2017	1451	283
10/01/2015	09/30/2016	1672	279
10/01/2014	09/30/2015	1680	345

☐ 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		
10/01/2018	09/30/2019	1495	1503
10/01/2017	09/30/2018	1677	1685
10/01/2016	09/30/2017	1540	1548
10/01/2015	09/30/2016	1341	1349
10/01/2014	09/30/2015	1565	1572

☐ 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		
10/01/2018	09/30/2019	10	16
10/01/2017	09/30/2018	12	14
10/01/2016	09/30/2017	39	35
10/01/2015	09/30/2016	68	142
10/01/2014	09/30/2015	32	34

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

SafetyNet was used to complete inspection history information. Non-CMV contact and citation information was collected from documents filled out during TACT enforcement specials conducted in Montana's identified high crash corridors.

Narrative Overview for FY 2021 - 2023

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](#).

CMV Traffic enforcement with inspection in Montana is provided by approximately 55 MHP (Montana Highway Patrol). The MHP are the only state agency with traffic enforcement authority. Statewide, MHP officers conduct Level III inspections on CMV drivers as a result of traffic stops. The MHP also works traffic enforcement special operations with MCS conducting TACT-like operations in multiple high crash corridors throughout the state. All of Montana's TACT-like events have and will continue to be conducted between 07:00 and 17:00, the highest traffic volume period of the day. The total number of MHP officers participating in these specials has varied from as few as 2 officers to as many as 5. All MHP non-CMV traffic activities are not funded with any type of MCSAP funds (grant, match or MOE)

Projected Goals for FY 2021 - 2023

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2021 - 2023. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

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

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2021	FY 2022	FY 2023
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	1200	1200	2000
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	1600	1600	2600
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	40	40	40
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	35	35	40

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 (including border inspections, if applicable), carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2014 and 2015.

The table below displays the information you input into this plan from the roadside inspections (including border inspections, if applicable), investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2014/2015 activities.

FY 2023 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2023 Activities	Average 2014/15 Activities
46385	162	240	46787	41220

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

The MCSAP manager will continue to report the number of CMV traffic enforcement stops with and without inspection completed at the end of each quarter of the FFY. Using FMCSA approved forms during FFYs 2021, 2022 & 2023. The MCSAP manager will also utilize these same report forms to describe non-CMV traffic enforcement special events and outcomes after they are conducted each FFY quarter.

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 maintain, at a minimum, full PRISM participation. 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 Financial Information Part 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 ITD Compliant	Yes
PRISM	Enhanced Participation	No

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data and Activity Safety Hub \(DASH\) website](#)

Enter the agency name responsible for ITD in the State: MDT/MCS

Enter the agency name responsible for PRISM in the State: MDT/MCS

Narrative Overview for FY 2021 - 2023

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

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

Program Activities for FY 2021 - 2023: Describe any activities that will be taken to implement, maintain or improve your PRISM and/or ITD programs.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress (e.g., including quarterly SF-PPR reporting).

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-CMV's that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2015 - 2019

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

Public Education and Outreach Activities	2015	2016	2017	2018	2019
Carrier Safety Talks	12	16	15	15	10
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings	2	2	2	2	2
State-Sponsored Outreach Events					
Local Educational Safety Events					
Teen Safety Events	2	2	3	2	2

Narrative Overview for FY 2021 - 2023

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

Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safety initiatives. Include the number of personnel that will be participating in this effort.

MCS carrier training and compliance information training activities continue to be an important part Montana's commercial motor vehicle safety program. MCS utilizes MCS enforcement officers and MCSAP investigators to complete our training. Montana will continue to offer training to associations, carriers, and schools. During this multiyear CVSP MCS will attempt to contact and offer training to Montana's AARP and other such organizations, with a hope to provide training to their association members the importance of operating a motor vehicle safely around CMVs.

Montana emphasizes training audiences consist of owners, safety personnel and managers, in hopes to make the greatest impact with our training program. Depending on location and topic MCS utilizes MCSAP personnel, MCS officers or a combination of both to provide the training. MCS will continue to provide attendees with general carrier safety requirements, we also provide them with details about the SMS carrier and driver scoring system. MCS training staff also direct carriers to web sites that can provide them with additional information regarding safety regulations and requirements. When and if needed, we will use carriers facilities to conduct training. We will also utilized carrier's CMV's to support the training efforts. We have used the CMV's to review and demonstrate load securement regulations. MCS has also developed and implemented a carrier training request log. MCSAP staff use this log to track and later contact carriers who have requested training. Montana plans to continue educating carriers regarding how compliance with the safety regulations can save lives, improve public safety, and increase a carrier's bottom line using the following program elements:

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

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

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

Contact AARP and other such association in attempt to provide training on the importance of operating around CMVs safely.

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

MCS will continue to inform and update carriers about the safety regulations, laws and rules by conducting training workshops at 10 locations statewide. As resources allow, these classes will be offered to all carriers and to associations representing specific carrier types. MDT MCS continues to attend Comprehensive Highway Safety Plan (CHSP) meetings with the MDT Planning Division. During these meetings, CVSP strategies are discussed and consider within the state's CHSP (Comprehensive Highway Safety Plan) emphasis areas. MDT implements these plans to reduce CMV crashes throughout the state.

In addition to the training described in this section MCS enforcement will attend pre-construction public information meeting conducted by the Montana Department of transportation during FFY 2023. Motor carrier Services will use time to inform the public about the importance of interacting with CMVs while entering and proceeding through our construction zones.

Program Activity Plan 1: Conduct 14 PE&A (Public Education and Awareness) workshops for motor carriers and industry associations throughout the state. Use these seminars to inform owners and safety personal of the safety regulations that apply to their specific operation and how these regulations can help save lives and money.

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

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

Program Activity plan 4: Contact AARP and other such associations to offer training on how to operate vehicles safely around CMVs in Montana.

Program Activity plan 5: Motor Carrier Services will attend all the Montana Department of Transportation pre-construction public information meeting.

Program Activity plan 6: Motor Carrier Services will work to be compliant with the Iowa MVE model for TAT by the end of the first quarter of FFY 2023.

Program Activity plan 7: Montana will also join in CVSA's national efforts during the month of January 2023. With the intent of raising the awareness of human trafficking throughout Montana.

Projected Goals for FY 2021 - 2023

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 2021	FY 2022	FY 2023
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	5	5	5
<input type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach			
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	3	3	3
<input type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events			
<input type="radio"/>	<input type="radio"/>	Local Educational Safety Events			
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	2	2	2

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

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

The information will be reported in the FFY 2021, 2022 and 2023 4th quarter's CVSP reports.

Performance Measurement Plan 2: The total number of "Getting Started" booklets and CD's distributed during FFY 2021, 2022 and 2023.

MCSAP Manager will report the total number of booklets and CD's distributed during FFY 2021, 2022 and 2023 4th quarter's CVSP reports.

Performance Measurement Plan 3: The total number of Share the Road and No-Zone classes conducted in Montana during FFY 2021, 2022 and 2023.

MCSAP Manager will report the total number of Share the Road and No-Zone classes conducted during FFY 2021, 2022 and 2023 4th quarter's CVSP reports.

Performance Measurement Plan 4: The total number of AARP and other type associations contacted, and presentation completed.

Performance Measurement Plan 5: Total number of pre-construction meetings MCS personal attend during FFY 2023.

Performance Measurement Plan 6: Becoming Compliant the Iowa MVE model for TAT by the end of the first quarter of FFY 2023.

Performance Measurement Plan 7: Motor Carrier Services will report the total number of locations and activities performed while participating in CVSA's national Human Trafficking event in FFY 2023.

MCSAP Manager will report the total number of associations conducted along with classes conducted during FFY 2021, 2022 and 2023 4th quarter's CVSP reports.

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.

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

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

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

Available data sources:

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

Enter the agency name responsible for Data Quality: Montana Department of Transportation

Enter the agency or agencies name responsible for DataQs: Montana Department of Transportation

Enter the agency name responsible for the Crash Data Repository: Montana Department of Transportation

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 2021 - 2023.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2021	Goal for FY 2022	Goal for FY 2023
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.

8/22/2023

Narrative Overview for FY 2021 - 2023

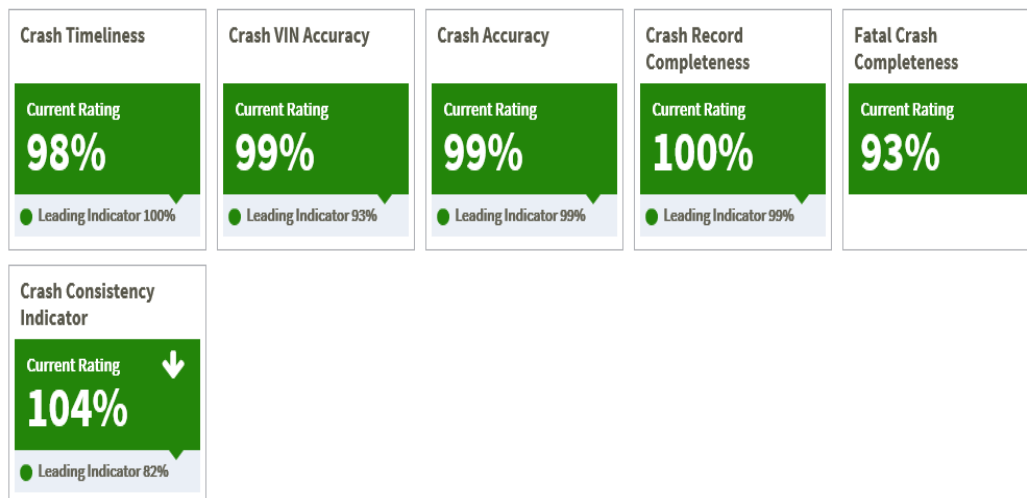
Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as "Good/Green" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

The following was cut and pasted from A&I updated as of May 20, 2020.

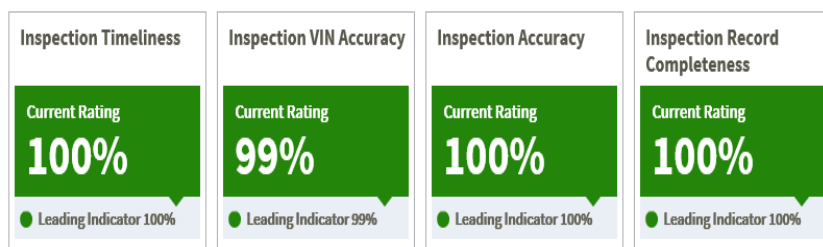
SSDQ Measures

Click each measure to learn how you can improve your State's data quality.

CRASH MEASURES



INSPECTION MEASURES



Data Source: FARS records and MCMIS crash and inspection records.

Program Activities FY 2021 - 2023: Describe activities that will be taken to achieve or maintain a “Good/Green” rating in all measures including the overall SSDQ rating. Also, describe how your State provides resources to conduct DataQs operations within your State, and describe how elevated/appeals requests are handled.

Montana's overall SSDQ status has been all green or good and has remained that way for over the past 5 years. MCS has a dedicated SafetyNet manager who monitors Montana data daily and the SSDQ status on a weekly basis. MCS will continue to use these resource along with MCS management team to maintain our green/good rating throughout the 3 year grant. As a result of MDT/MCS assigned resources allocated to monitoring our data and our overall 5 year track record of green or good status we will not establish any new Data Quality strategies in our 3 year eCVSP. MDT will use the below activities to maintain a Good rating for all SSDQ measures.

Activity 1 - Run the SNET_DQ_REPORTS SQL for Crashes once a week. This report summarizes findings from analysis performed on the SAFETYNET Crash data. It creates tables of records that need to be corrected.

Activity 2 - Run the SNET_DQ_REPORTS SQL for Inspections once a week. This report summarizes findings from analysis performed on the SAFETYNET Inspection data. It creates tables of records that need to be corrected.

Activity 3 – Go to the FMCSA website for Montana <https://ai.fmcsa.dot.gov/DataQuality/StateOverall.aspx?state=MT&sn=Montana> and click on the data quality measure, run the records search, and edit those records. This is done monthly.

Activity 4 – Download inspections each workday and look at the activity logs. A monthly report is sent to management of inspectors to see which officers have late inspections.

Activity 5 – Import Crash data from the Highway Patrol twice a week and look at the activity log to see what needs to be corrected. A monthly report is sent to the Highway Patrol management to which accidents are late.

Activity 6- Motor Carrier Services will complete DataQ requests within 14 days of submitte.

All DataQs are reviewed by MCSAP manager. The MCSAP manager reviews any evidence submitted in the DataQ by the author (carrier/driver) and then reviews the inspection or crash report. If additional information is needed for example copies of log pages (record of hours of Service) at the time of inspection video of the inspection, shipping papers, description of events, just to name a few. The MCSAP manager sends an email to the inspection officer's Captain requesting a review of the inspection and events. The email is forwarded by the Captain to the officer. The Captain and officer review the request and evidence submitted to DataQ along with the evidence gathered at the time of inspection. The inspection evidence requested is reviewed by the MCSAP manager and the Captain and a DataQ response is agreed upon. If the inspection is changed the amended inspection is added to the DataQ system with an explanation. If the DataQ is denied an explanation for the denial is given to the author of the DataQ.

If a DataQ is submitted again after MCS has denied the challenge. The MCS Enforcement Bureau Major reviews the evidence submitted in DataQ and any new evidence submitted and send a new response to the DataQ author.

If a DataQ is submitted again after MCS has denied the challenge. The MCS Enforcement Bureau Chief reviews the evidence submitted in DataQ and any new evidence submitted and send a new response to the DataQ author.

If a DataQ is submitted a third time, the evidence review is completed by the MCS Administrator MCS Enforcement Bureau Chief and MCSAP manager. The responses are reviewed, and the author is given another response from MCS.

If the DataQ is submitted a fourth time a panel consisting of a representative from Montana Motor carriers, MCS Administrator will review the evidence submitted and submit a final answer.

Again, at any time during the DataQ process any changed inspection are provided to the DataQ author when appropriate. Each time an entry is made in the DataQ system an explanation is also provided

Report Title: Request Type by Status

Based On Date closed Selected Dates 1/1/2022 to 11/7/2022 Assigned To Montana DOT - MCSAP



Request Type	Total RDRs	Open Requests									
		Total Open	New	Petition Received	In Review	In Admin Review	Draft	Pending Requestor Response	Pending Agency Review	Pending Public Input	Forwarded to Another Office for Resolution
Crash Event	35	0	0	0	0	0	0	0	0	0	0
Crash - Assigned to Wrong Carrier	20	0	0	0	0	0	0	0	0	0	0
Crash - Assigned to Wrong Driver	1	0	0	0	0	0	0	0	0	0	0
Crash - Not Reportable	11	0	0	0	0	0	0	0	0	0	0
Crash - Duplicate Record	1	0	0	0	0	0	0	0	0	0	0
Crash - Incorrect Information	2	0	0	0	0	0	0	0	0	0	0
Inspection Event	741	0	0	0	0	0	0	0	0	0	0
Inspection - Report Request	340	0	0	0	0	0	0	0	0	0	0
Inspection - Incorrect Violation	198	0	0	0	0	0	0	0	0	0	0
Inspection - Assigned to Wrong Carrier	75	0	0	0	0	0	0	0	0	0	0
Inspection - Assigned to Wrong Driver	6	0	0	0	0	0	0	0	0	0	0
Inspection - Missing Record	17	0	0	0	0	0	0	0	0	0	0
Inspection - Incorrect Information	67	0	0	0	0	0	0	0	0	0	0
Inspection - Citation with Associated Violation	38	0	0	0	0	0	0	0	0	0	0
Total	776	0	0	0	0	0	0	0	0	0	0

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

Montana's MCSAP manger will report the states SSDQ results each quarter to FMCSA. It should be noted the Activities listed above are the activities the state completes on a daily basis in order to maintain our data quality that FMCSA has recognized multiple times as one the best SSDQ in the nation.

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 350.207](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

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

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

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

Trend Analysis for 2015 - 2019

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

New Entrant Safety Audits	2015	2016	2017	2018	2019
Interstate	159	275	149	170	187
Intrastate	0	0	0	0	0
Total Audits	159	275	149	170	187

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 2021 - 2023

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: [New Entrant website](#)

Date information retrieved from NEWS Dashboard to complete eCVSP	11/07/2022
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	788
Current Number of Past Dues	72

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

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

Projected Goals for FY 2021 - 2023

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

Projected Goals for FY 2021 - 2023 - New Entrant Safety Audits						
	FY 2021		FY 2022		FY 2023	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	25	0	25	0	30	0
# of Safety Audits (Offsite)	175	0	175	0	210	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	200	0	200	0	240	0
# of Non-Audit Resolutions	0	0	137	0	137	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.

Montana's NE Safety Audit Program continues to be an important part of Montana's Commercial Motor Carrier safety program. Montana's investigation team are trained and certified to perform SAs. Montana's inspectors have been strategically located throughout the State to help improve service and control costs. The MCSAP work utilize nine (9) inspectors certified to perform Safety Audits. During FFY 2019 Montana's MCSAP investigators began performing off-site SAs on Canadian carriers and will continue during FFY 2021, 2022, and 2023. During FFY 2021, 2022, and 2023 the MCSAP work unit will continue to maintain the certification of 9 MCSAP inspectors. The State of Montana will continue to complete all SAs assigned within 12 months (120 days for passenger carriers) as resources allow.

FMCSA has requested Montana update the number of late Safety Audits in Canada. Montana has updated the total number of late Safety Audits to include Canadian carrier who's PPOB is in another country. As of this revised report there are 102 late SAs showing in A&I. Of the 102 late SAs, Montana is responsible for 2. Both have been assigned. One of the late SAs is a passenger carrier who has yet to make an interstate trip.

FMCSA has also requested the state update the New Entrant table in this section to show the total number of late SAs even through the total number of late is not a true reflection of the number of pass due carriers Montana's MCSAP program is responsible for.

MCS New Entrant priorities are:

- Maintain SA certification for nine MCSAP Inspectors/Auditors
- Complete all interstate New Entrant Safety Audits on time. (12 months for interstate carriers 120 days for interstate passenger carriers)
- Complete 240 Safety Audits per FFY (2021, 2022 & 2023)

Activity Plan for FY 2021 - 2023: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

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

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

Program Activity 3: Montana's MCSAP Manager will review the number of Safety Audits completed each quarter of the FFY to confirm Montana is on track to complete 240 SAs per year.

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

Performance Measurement Plan 1: The MCSAP manager will report the progress of SI performance as it relates to Safety Audit certification in the 2nd and 4th quarterly reports of FFYS 2021, 2022 and 2023.

Performance Measurement Plan 2: The MCSAP manager will report any late Safety Audits each quarterly report of FFY 2021, 2022 and 2023. If an overdue Safety Audit is discovered the resolution will be reported in each FFY quarterly report during 2021, 2022 and 2023.

Performance Measurement Plan 3: The MCSAP manager will report the total number of Safety Audits completed in the 4th quarter report of each FFY 2021, 2022 and 2023. If the State fails the goal of 240 Safety Audits the MCSAP Manager will provide an explanation and possible resolution for the short coming in this same update.

Part 2 Section 10 - Border Enforcement

Please review the agency responsible for conducting Border Enforcement activities and your State's objectives, goals, strategies, activities and monitoring. 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.

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

Trend Analysis for 2015 - 2019

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

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

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	337	406	345	365	717
Level 2: Walk-Around	1682	3459	2478	2871	2604
Level 3: Driver-Only	2769	1740	1721	1587	3650
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	0	0	0	0	0
Level 6: Radioactive Materials	0	0	0	0	0
Total	4788	5605	4544	4823	6971

Narrative Overview for FY 2021 - 2023

☐ The State chooses not to engage in border enforcement activities in FY 2021 - 2023. If this box is checked, no additional narrative is necessary in this section.

Enter the Agency name conducting Border Enforcement activities if other than the Lead Agency: Montana Department of Transportation

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

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

Check all objectives that apply (minimum of 1):

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

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

- ☒ **Objective 2: High Crash Corridor Enforcement Focused on International Commerce** - Conduct international commerce CMV enforcement activities (inspections and traffic enforcement) within corridors where the data indicate that there are a high number of crashes involving vehicles engaged in international commerce.
- ☒ **Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings** - Conduct international commerce CMV safety inspections at identified sites where known international commerce activity occurs near the Canadian and Mexican borders but where there is no official border crossing facility. Site(s) must be identified in the narrative below and describe how far these locations are from the nearest official border crossing facility, if any.

Projected Goals for FY 2021 - 2023

Summarize projected border enforcement activities in the table below.

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

Projected Goals for FY 2021 - 2023 - Border Enforcement			
	FY 2021	FY 2022	FY 2023
Number of International Commerce Regular CMV	4255	4255	4681
Number of International Commerce HM	240	240	264
Number of International Commerce Passenger	5	5	6
Total International Commerce Inspections	4500	4500	4951
Number of Fixed Facility International Inspections	2060	2060	2266
Number of Non-Fixed Facility International Inspections	2340	2340	2574
Traffic Enforcement	100	100	110
Strike Force Activities (CMVs)	2	2	2
Strike Force Activities (Passenger CMVs)	0	0	0

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

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

Montana shares a roughly 600-mile-long border with Canada and has 13 manned border stations. Focusing on CMVs entering and exiting the United States is challenging with limited resources and the vast area Montana Department of Transportation (MDT) enforcement officers have to cover. MDT has an agreement with Coutts Canada, where MDT officers work the Coutts weigh station. The weigh station is located on Interstate 15 at the Canadian Border, the busiest port of entry. MDT patrol officers use "A" and "B" sites between the Canadian border and US 2 to safely inspect International CMVs south of the border at the remaining port of entries. MDT border enforcement officers also focus inspections on other corridors where International CMVs travel. MDT has a weigh station where I-15 and I-90 intersect. An enforcement officer will focus on International traffic at this weigh station.

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

Route	2013	2014	2015	2016	2017	2018	2019
Great Falls - Billings	2	2	4	2	1	3	5
US 287	0	1	5	0	2	1	2
Boulder -	4	4	2	0	1	2	3

Dillon							
US 2	1	1	2	4	0	2	2
I-15	18	15	13	29	23	22	37
I-90	7	13	19	11	20	23	23
Other Routes	10	9	8	10	15	14	16
Total Routes	42	45	53	56	62	67	88

June 2020 MT SafetyNet

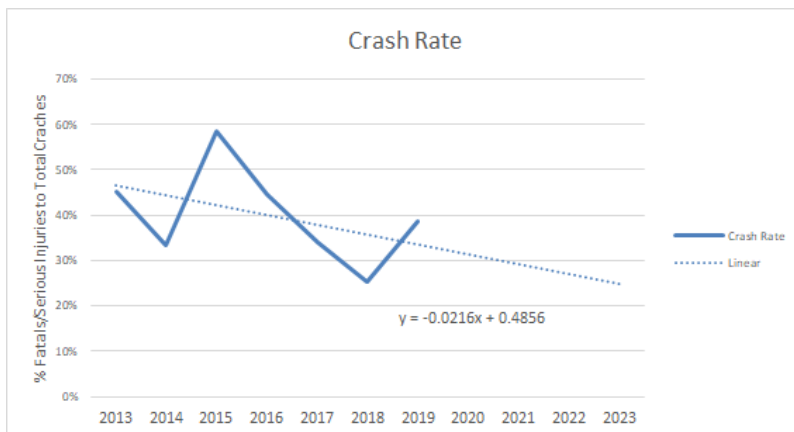
The table below lists the causal factors for Canadian based carrier crashes in Montana. The FMCSA 2006 report to Congress on the Large Truck Crash Causation Study found that the major reason for CMV crashes was caused by driver error. In the analysis below, in Calendar year 2019, 70% of the Canadian based crashes were driver error. Montana believes that level 2 and 3 inspections are critical in reducing CMV crashes. MDT enforcement officers will conduct driver inspections while doing a walk around the vehicle. Based on the data to support driver inspections, we have adjusted our projected international inspection goals from 4,400 in FFY 2017 to 4,500 in FFY 2021. Although Canadian based carrier crashes were up significantly in FFY 2015, as shown in the chart below, FMCSA reduced Montana's BEG funding in half that year which in turn reduced our BEG activities and likely a contributing factor in the increase in crashes.

Canadian Based Crash	Calendar Year						
	2013	2014	2015	2016	2017	2018	2019
Causal Factor							
Driver Error	28	32	29	34	45	49	62
Vehicle Error	0	3	1	3	2	3	7
Other Vehicle Error	7	6	16	9	9	8	12
Animal Collisions	7	4	7	10	6	7	7
*Weather a Factor	12	21	17	21	24	20	30

* Includes all crashes

June 2020 SafetyNet

By focusing additional enforcement patrol, and Courtts officers on border and international corridors, Montana's goal is to reduce serious injuries and fatalities per international CMV crashes from 58.5% in 2015 to 24.8% in 2023. Montana program managers believe that the reduction in Montana's BEG funding and subsequent reduction in enforcement activities during FFY 2015, is a contributing factor for the increase in international crashes during the same time period. Graph 1 shows Montana's serious injuries and fatalities per crash and the table below shows the crash rate trend.



Canadian Based	Calendar Year Actuals							Projected			
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Crashes	42	45	53	56	62	67	88				

Fatalities	1	0	2	6	4	2	2				
Serious Injuries	18	15	29	19	17	15	32				
Fatalities/Injuries	19	15	31	25	21	17	34				
Fatalities/Injuries per Crash	45.2%	33.3%	58.5%	44.6%	33.9%	25.4%	38.6%	31.3%	29.1%	27.0%	24.8%

June 2020 Safetynet

Strategies:

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

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

Challenges or Impediments:

One of the biggest challenges Montana faces with the border enforcement program is keeping a full staff of officers that are certified to do inspections in order to reach program goals. Montana plans to mitigate this challenge by using other CVSA certified patrol and enforcement officers to reach program inspections goals. Also with COVID19 the state has reduce the number of inspections due to social distancing. We hope to get back to a normal schedule.

Activity Plan for FY 2021 - 2023: Describe the specific activities planned to reach border enforcement goals.

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

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

Personnel Type	Number	Total FTE
Coutts CMV Inspectors	4	0.6
Butte CMV Inspector	1	1
Patrol CMV Inspectors	5	4.9
Special Enforcement CMV Inspectors	28	1
Administrative	1	0.8

MDT will increase the total number of targeted international inspections and commercial drivers' license (CDL)/operating authority/financial responsibility to 4,500. MDT plans to upgrade the Malta "A" by installing a permanent scale with power to the site to operate one of the virtual trailers that will check credentials and safety of CMVs.

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

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

Time Frame	Proposed Activity	Locations	Responsible Party	Level of Effort
Award date +, Ongoing, Assigned staff is expected to perform daily activities	Perform 4,500 CMV inspections within the BEG corridor and identified routes. 275 Level 1 2,720 Level 2 1,500 Level 3	The US Hwy 2 Corridor with all port of entry, I-15, I-90 and I-94 US 287 from Twin Bridges to West Yellowstone, MT 3 Great Falls to Billings, MT 69 55 & 41 Boulder to Dillon, US 191 Malta to Big Timber and US 93 Kalispell to Missoula	Administrative Assistant, Enforcement Bureau Chief, and area Captains	8.3 FTE

Award date +, Ongoing, Assigned staff is expected to perform daily activities	Conduct 5 bus inspections	Glacier National Park, Courtts, motor carrier terminals, border crossings, motor carrier maintenance facilities, and other destinations.	Administrative Assistant, Enforcement Bureau Chief, and area Captains	8.3 FTE
Award date +, Staff will be assigned during the Federal Fiscal Year	Conduct 2 Special Enforcement operations on international corridors.	The US Hwy 2 Corridor with all ports of entry, I-15, I-90 and, US 287 from Twin Bridges to West Yellowstone, MT 3 Great Falls to Billings, MT 69 55 & 41 Boulder to Dillon, US 191 Malta to Big Timber and US 93 Kalispell to Missoula	Administrative Assistant, Enforcement Bureau Chief, and area Captains	1.5 FTE

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

Time Frame	Proposed Activity	Locations	Responsible Party	Level of Effort
Award date +, Ongoing, Assigned staff is expected to perform daily activities	Remotely monitor and detect safety issues and conduct onsite enforcement activities based on system output.	Port of Morgan. Additional sites are Cameron US 287, Helena I-15, Butte I-15, and Sidney MT 16 at WIM sites. Also other non WIM remote locations to check for credentials.	Administrative Assistant, Enforcement Bureau Chief, Operations Manager, and area captains	2 FTE
Fall of 2020	Install permanent scale and power to run a virtual trailer	Malta "A" site on US 2	Operations Manager	.1 FTE

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

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

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

MDT will also set a target of 6 motor coach inspections. Due to the low volume of bus activity on the border and the requirements of the FAST Act excluding weigh station inspections, MDT believes the 5 motor coach inspections are a reasonable goal, considering the very low number of international motor coach crossings along Montana's border with Canada.

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

The Administrative Assistant will track violations on the VPOE systems on a monthly basis and push the information out to the Enforcement Bureau Chief and officers that are scheduled to work

BEG roadways. The Enforcement Bureau Chief and officers scheduled to work the sites have access to the VPOE via Internet to view actual events, real-time. The MCS Operations Manager will oversee the budget and technology aspects of the BEG grant and the MCS Enforcement Bureau Chief will champion the enforcement aspects. The BEG administrative support staff member will coordinate,

schedule, and report all project activities. The MCS Operations Manager will assure that BEG quarterly status and financial reports are submitted to FMCSA by the 15th day of the month following the end of a federal quarter. MDT will establish methods to collect and report information collected at the additional safety screening trailers purchased through the ECVISN grant.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2021 - 2023).

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 Imminent Hazard (IH) or UNSAT/UNFIT 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.

Narrative Overview for FY 2021 - 2023

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

Montana's Passenger carrier vehicle average crash numbers over the last 7 calendar years is 29. (Source: SafetyNet Report). As with previous CVSP a review of 2013 through 2019 passenger crash revealed over 77% of the passenger vehicle crashes involve student transportation and city passenger transportation. Again, as with previous reviews, student transportation crashes continue to be while operating in a home-to- school, school-to-home operation.

Bus Category	Calendar 2013 thru 2019
School Bus	114
Transit	44
Intercity	12
Charter	17
Other	13
Unknown	4
Total Bus Crashes	204

Montana will continue to confirm all Map21 carrier investigations are completed on time as per congressional mandates. MCS will continue to work with the Office of Public Instruction to improve student transportation across the state. A memorandum of understanding was signed between the 2 agencies last year. The document confirms MCSAP investigators roll when investigating district own student transportation systems in our state. The efforts of the 2 agencies has developed a method to confirm school district compliance with safety regulations and to reduce the student transportation crashes. MCS continues to conduct education and awareness training class with Montana's Student Transportation association, educating drivers and managers about the safety regulations that apply to their type of operation. It should be noted Montana MCSAP investigators continue to utilize enhanced investigation techniques when completing passenger carrier investigations in Montana.

MCS continues to conduct multiple passenger carrier inspections at the carrier's places of business. These inspections are conducted announced and unannounced throughout Montana.

During our multi-year CVSP, MCS will use our resources to improve roadside compliance of passenger carriers in the state and affect change in the crash trend through passenger carrier investigations. MCS officers and inspectors will

continue to ensure passenger carrier compliance using standard vehicle inspections and carrier investigations. MCS will also participate in FMCSA passenger inspection specials as resources allow.

Projected Goals for FY 2021 - 2023: Enter the performance goal for the three year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2021, 2022 and 2023 must also be included.

Performance goal 1: MCS will perform a minimum of 300 motor coach inspections in order to maintain passenger vehicle CVSA certification of 9 MCS officers and 6 MCSAP inspectors and confirm roadside compliance as resources allow, each FFY of the 2021 thru 2023 multi-year eCVSP.

Performance goal 2: MCS Enforcement will schedule and conduct 2 motor coach destination special enforcement operations each FFY of the 2021 thru 2023 multi-year eCVSP.

Performance goal 3: Complete three at-risk passenger carrier interventions as resources allow during each FFY of the 2021 thru 2023 multi-year eCVSP.

Performance goal 4: Continue to complete all MAP-21 passenger carrier investigations within the 3-year time frame as mandated by congress each FFY of the 2021 thru 2023 multiyear eCVSP.

Program Activities for FY 2021 - 2023: Provide additional information regarding how these activities will be implemented.

Activity 1: Confirm passenger carrier driver and vehicle compliance completing level 1 & 5 vehicle inspections during FFYs 2021 thru 2023.

Activity 2: Schedule and implement 2 passenger vehicle inspection specials in high passenger vehicle traffic areas during FFYs 2021 thru 2023.

Activity 3: Utilize information from FMCSA investigation software (ACE) in conjunction with information gained during roadside inspection, to identify and assign at least 3 at risk passenger carrier investigations during FFYs 2021 thru 2023.

Activity 4: Review A&I reports and assign as needed all Montana based MAP-21 passenger carrier within 3 years during FFYs 2021 thru 2023

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

Performance measure 1: The total number of passenger vehicle inspections completed during FFYs 2021 thru 2023.

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

Performance measure 2: The total number of passenger carrier inspection specials conducted during FFYs 2021 thru 2023. To include the total number of inspections and a list of violation discovered.

MCSAP Manager will report the total number of passenger vehicle inspections specials. The report will include total number of vehicle inspected and the type of violations discovered. This information will be submitted at the end of each FFYs 2021 thru 2023 4th quarter reports.

Performance measure 3: The total number of at-risk passenger carrier investigations completed during FFYs 2021 thru 2023.

MCSAP Manager will report the total number of passenger carrier investigations completed by MCSAP investigators in the 2nd and 4th quarter CVSP reports during FFYs 2021 thru 2023.

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

The MCSAP manager will report Montana's MAP-21 carrier investigation status in the 2nd and 4th quarter CVSP reports during FFYs 2021 thru 2023.

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 2020 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 2020 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2020 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2020 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

Program Activity 1: Utilize MHP and MCS personnel to conduct at least 1 TACT-like event in each of the targeted counties during FFYs 2018 thru 2020.

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

Program Activity Measure 1: The number of TACT-like operations conducted during FFYs 2018 thru 2020. The MCSAP manager will report the number of Non-CMV and CMV contacts made during the TACT event. In addition, the MCSAP manager will also report the outcome of the contacts, the number and type of citations or warnings given during each event.

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

Over the life of Montana's 2018-2020 CVSP MCS with the help of the MHP conducted 4 TACT operations in our 2 designated high crash corridors. During 2 of these TACT operation MCS also conducted CMV inspections. A total of 39 CDL were checked along with 27 driver licenses. All CDL were checked as a part of inspections process, while regular licenses were checked as part of traffic stops during TACT operation. The MHP issued 32 warnings and 19 citations during TACT operations

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

As with the rest of the country conducting these types of specials during FFY 2020 has been challenging amid the COVID-19 pandemic.

Activity #2

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

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

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

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

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

During the last 2.5 FFYs Montana's inspection teams have completed 1640 inspections in the Gallatin area. During FFY 2018 vehicle OOS rate was 33.11% and driver OOS was 4.05%. During FFY 2019 vehicle OOS was 28.23% and driver OOS was 3.46%. During FFY 2020 the OOS for vehicles is 30.67% and Driver is 3.90%. During this same time period Montana's inspection teams completed 344 inspections on vehicles operating on HWY 93 North. The OOS for

vehicles during FFY 2018 was 21.43 and drivers was 3.92%. The OOS for vehicles during FFY 2019 was 27.27% while drivers OOS ended at 5.50%. During FFY 2020 inspection teams OOS rate for vehicle is 3.85 no OOS for drivers.

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

As with the rest of the country conducting these types of specials during FFY 2020 has been challenging amid the COVID-19 pandemic.

Activity #3

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

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

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

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

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

During the last 2.5 FFY Montana's MCSAP investigators completed 29 investigations on carrier operating in HWY 93 North area. While in this same time period the same team completed 27 investigations on carrier operating in Gallatin area. It should be noted, the type of investigation completed on the various carriers was dependent on the carrier's SMS score at the time of assignment. Our Kalispell investigator position was vacant during part of FFY 2017 & 2018.

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

Activity #4

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

Program Activity 4: Complete comprehensive review of the CMV crashes in the Gallatin corridor to determine causal factors and confirm our activities will help reduce crashes.

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

Program Activity Measure 4: Report the result of MCS management review of crashes in the Gallatin corridor. The report will include the total number of crash reports reviewed, ranking the greatest number of similar causal factors in a highest to lowest order. The report will also review the activities listed in the section and confirm these activities will have a positive effect on the crash reduction goals identified.

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

Montana MCSAP Manager completed a review of all CMV crashes that occurred in the HWY 191 high crash corridor during calendar year 2014 through 2017. This review involved reviewing the crash narrative of 257 crashes, weather conditions and CMV inspections for each crash. The total number of crashes where the main contributing cause/factor of the crash was the CMV driver was 118 (46%). When you remove single CMVs crashes from this total (74) the contributing cause/factor being the CMV driver dropped to 17%. When reviewing the (72) crashes, that resulted in a fatal or injury only, the main contributing cause/factor of the crash was the CMV driver 55% of the time. A review of the CMV CDL base state found that 53% of the CMV driver involved in crashes held CDL from a state other than Montana. Crashes involving 1 CMV vehicle ended with over 90% of these crashes were found to have the cause/factor for the crash to be the CMV driver. It should be noted crashes involving a wildlife strike were considered the CMV drive was the contributing cause/factor if the crash resulted in a roll over or the CMV leaving the roadway.

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

none

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 MCSAP CVSP Planning Memorandum 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 2021 - 2023. 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.

Montana's 2 high crash corridors continue to be the Gallatin County (US191 from Four corners to West Yellowstone) and Flathead County (US 93 North from I-90 inter change to Kalispell) as high crash corridors. These corridors have been Montana's high crash corridors for many years. The MDT has completed multiple construction projects improving passing lanes traffic flows and such in both areas. The VMT for both corridors continues to increase each year. The Gallatin corridor or US 191 is the gate way to West Yellowstone, the Big Sky ski resort and one of the largest Gated communities in Montana, The Yellowstone Club. This same area continues to grow and build, leading to more CMV traffic. Last but not least there are 3 large rafting companies providing guild trips on the Gallatin River flowing alongside of HWY 191. Over the last 5 years approximately 13 % of Montana CMV fatalities occurred in this corridor. Flathead corridor, US 93 North is approximately 120 miles of two-lane highway with passing lanes throughout the corridor. US 93 is a gateway to Glacier Park National park, and Whitefish Mountain Resort. Also, in this corridor is Flat Head lake one of the largest lakes in the state. Over the last 5 years approximately 14 % of the fatal crashes in Montana occurred in this corridor.

Narrative Overview for FY 2021 - 2023

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

As described above, continued CMV enforcement will be needed to reduce CMV crashes in these two high crash corridors, the Flathead County (US 93 North from I-90 inter change to Kalispell) and Gallatin County (US191 from Four corners to West Yellow Stone). Both continue to challenge MCS. Both roadways pass through small towns and have variable speed changes throughout. Our CMV inspection locations are small, and large-scale inspection activities can be difficult, because of the multiple vacation destinations and construction activities in these locations. With this said, both highways have a high percentage of recreational traffic and construction improvement projects underway, particularly during the Summer. Over the last 5 years these counties have been experiencing a much higher crash occurrence as compared to other roadways in Montana. In addition to completing normal MCSAP activities, MCS management will review crash reports and other causal factors in the HWY 93 corridor during FFY 2021 & 22 to determine what other actions MDT must take to reduce CMV crashes in this corridor. New 2023 Additions In addition to MCS efforts to reduce CMV crashes in our high crash corridors described above over the life of Montana's 3-year CVSP. MCS has discovered

an inability to address CMV safety issues discovered by MCS Management during review of crash data or information provided through public complaint of CMV safety issues. In addition, MCS has found during quarterly Highway Commission meetings local CMV crash information that needed to be address. In an effort to address these types of concentrated CMV safety issues, Motor Carrier Services Enforcement Bureau Chief developed a roving inspection team know as our Travel Squad. Montana's Travel squad has begun addressing CMV safety issues discovered in different areas throughout Montana.

Projected Goals for FY 2021 - 2023:

Enter performance goal.

MCS will increase the total number of traffic enforcement (TACT) specials in each of the 2 corridors. MCS will complete at least 1 TACT event in each corridor each FFY during 2021, 2022 & 2023. MCS will also improve the total number of inspections in both of these corridors by 15% as compared to 2010 base year. This is 5% more inspection than in previous CVSPs. This means during each of the FFYs (2021-2023) MCS will complete 250 inspections in the Gallatin corridor. During the same time frame MCS will complete 110 inspections in the Flathead corridor. In addition to the MCSAP activities, MCS Management will review each of the CMV crashes during the 5 year period in the US 93 corridor to find a common causal factor in an attempt to develop other strategies or activities to lower the number of CMV crashes per year. As of end of calendar year 2019, the 6-calendar year average for Gallatin corridor is 22 CMV crashes. During the next three years MCS hopes to reduce CMV crashes to 19 per calendar year in the Gallatin area during 2021, 2022 & 2023. As of the end of calendar year 2019 the 6-calendar the Flathead corridor averaged 25 CMV crashes. During calendar year 2021, 2020 & 2023 MCS hope to report 23 CMV crashes in the Flathead corridor. New addition 2023 MCS, ultimate goal is to address newly discovered CMV safety issues utilizing the Travel Squad through concentrated CMV inspection activities in these newly identified areas. MCS's Travel Squad will be completing a concentrated CMV inspection activity on HWY 212 during the first quarter of FFY 2023. This HWY travels through Crow and Northern Cheyenne Indian Nations. MCS will also work with the Montana High Patrol to complete a TACT event during this same time frame on HWY 212

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

Program Activity 1: Utilize MHP and MCS personnel to conduct at least 1 TACT-like event in each of the targeted counties during each FFY 2021, 2022 & 2023) as resource allow. Program Activity 2: Complete 15% more CMV inspections in the corridors as compared to base year of 2010. The planned total inspection numbers are as follows: 250 for Gallatin County and 125 for Flathead County. Program Activity 3: Completed four carrier investigations who operate predominantly in the identified high crash corridors. Program Activity 4: Complete comprehensive review of the CMV crashes in the HWY 93 corridor to determine causal factors and confirm our activities will help reduce crashes. New addition 2023 Program Activity 5: Report the results of Travel Squads roadside activities to include reason for the identification of the area, number of days in the area of concentrated roadside activity and the results of the activity. Program Activity 6: Report the number of additional TACT events in recently identified high crash areas discovered in Montana.

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

Program Activity Measure 1: The number of TACT-like operations conducted during FFY 2021, 2020 & 2021. The MCSAP manager will report the number of Non-CMV and CMV contacts made during the TACT event. In addition, the MCSAP manager will also report the outcome of the contacts, the number and type of citations or warnings given during each event. The MCSAP manager will report the number and result of the TACT event in the 3rd and 4th quarter MCSAP basic reports during FFY 2021, 2020 & 2021. Program Activity Measure 2: Number of inspections completed in each of the counties during FFY 2021, 2022 & 2023. The MCSAP manager will report the total number of inspections completed in each of the quarterly reports of 2021, 2022 & 2023. Program Activity Measure 3: The total number of investigation completed on carriers in both high crash corridors The MCSAP manager will report the total number and result of the carrier investigations conducted in each of the two crash corridors in the 3rd and 4th quarter

MCSAP basic reports during FFY 2021, 2022 & 2023. Program Activity Measure 4: Report the result of MCS management review of crashes in the HWY 93 corridor. The report will include the total number of crash reports reviewed, ranking the greatest number of similar causal factors in a highest to lowest order. The report will also review the activities listed in the section and confirm these activities will have a positive effect on the crash reduction goals identified. The MCSAP manager will provide this report in the 2nd quarter MCSAP Basic quarterly report on 2022. New addition 2023 Program Activity Measure 5: Report the identified area and the total # of inspection completed by the Travel Squad. Also include the results of the inspections. The MCSAP manager will report these result quarterly in the MCSAP quarterly report Program Activity Measure 6: Report the number of additional TACT events in recently identified high crash areas discovered in Montana, and results of the event. The MCSAP manager will report these results in the 2nd and 4th quarter MCSAP quarterly reports.

State Objective #2

Enter the title of your State-Identified Objective.

Improve Montana inspection team's use of FMCSA E-RODs program during inspections and carrier investigations during FFY 2021, 2022, & 2023.

Narrative Overview for FY 2021 - 2023

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

During FFY 2020 Montana's ability to utilize FMCSA's E-ROD program during inspection and carrier investigations has been hampered by poor connectivity in multiple inspection locations in Montana. In addition to connectivity problems Montana needs to work with all inspection teams to confirm all inspection teams understand whenever possible during all inspection and investigations team member will use E-RODs to confirm compliance with hours of service. As of May 2020, Montana's upload rate was 75.50%.

Projected Goals for FY 2021 - 2023:

Enter performance goal.

Improve Montana's inspection teams use of E-RODs program to 85% through training and improved connectivity at our inspection sites.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

Program Activity 1: Conduct training and education to confirm all inspection teams understand and are comfortable utilizing E-RODS system during inspections and investigations. Program Activity 2: Identify inspections sites with poor or no connectivity. Address connectivity issues in identified inspection sites base on busier inspection sites connectivity issues are address first.

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

Program Activity Measure 1: Total number of Montana's inspection team members that participate in EROD training course. Program Activity Measure 2: Total number of inspections sites that have received improved connectivity hardware. The MCSAP Manager will report the progress of these measures at the end of each quarter during FFY 2021, 2022 & 2023.

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 2023 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe Spending Plan terminology.

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

On Screen Messages

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

- Calculation of Federal and State Shares

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

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

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

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

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

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

- **MOE Expenditures**

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

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

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

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

- **Financial Summary**

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

The system will confirm that:

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$4,444,864.00	\$233,940.00	\$4,678,804.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$701,821.00
MOE Baseline:	\$0.00

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.

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$701,821.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Major	1	2.7000	\$78,832.00	\$2,128.46	\$2,022.04	\$106.42	\$0.00
MCSAP Program Manager	1	100.0000	\$75,566.40	\$75,566.40	\$71,788.08	\$3,778.32	\$0.00
MCSAP Program Specialist	2	100.0000	\$61,609.60	\$123,219.20	\$117,058.24	\$6,160.96	\$0.00
Safetynet Manager	1	100.0000	\$53,102.40	\$53,102.40	\$50,447.28	\$2,655.12	\$0.00
Border Enforcement Officers	6	98.0000	\$52,457.60	\$308,450.68	\$293,028.15	\$15,422.53	\$0.00
Enforcement Lieutenants Three	3	3.0000	\$63,648.00	\$5,728.32	\$5,441.90	\$286.42	\$0.00
Enforcement Captains Five	5	2.7000	\$75,566.40	\$10,201.46	\$9,691.39	\$510.07	\$0.00
MCSAP Investigators	8	100.0000	\$50,897.60	\$407,180.80	\$386,821.76	\$20,359.04	\$0.00
Administrative Support	1	60.0000	\$44,449.60	\$26,669.76	\$25,336.27	\$1,333.49	\$0.00
Regular Officers BEG Activities	28	0.5000	\$49,462.40	\$6,924.73	\$6,578.50	\$346.23	\$0.00
BEG Business Specialist	1	83.0000	\$52,208.00	\$43,332.64	\$41,166.01	\$2,166.63	\$0.00
Enforcement Officers Seventy Two	52	10.1900	\$48,838.40	\$258,784.91	\$245,845.68	\$12,939.23	\$0.00
Regular Patrol Officers	20	23.5000	\$54,808.00	\$257,597.60	\$244,717.72	\$12,879.88	\$0.00
Subtotal: Salary				\$1,578,887.36	\$1,499,943.02	\$78,944.34	\$0.00
Overtime Project Costs							
MCSAP Overtime	24	1.5000	\$73,257.60	\$26,372.73	\$25,054.10	\$1,318.63	\$0.00
Subtotal: Overtime				\$26,372.73	\$25,054.10	\$1,318.63	\$0.00
TOTAL: Personnel				\$1,605,260.09	\$1,524,997.12	\$80,262.97	\$0.00
Accounting Method:	Modified Accrual						

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

MCSAP Staff - Personnel expenditures for MDT regular salary activities include one MCSAP Program Manager (\$75,566.40), two MCSAP Program Specialists (\$123,219.20), one MCSAP Safetynet Manager (\$53,102.40), and 8 MCSAP Investigators (\$407,180.80). Regular Salaries were based on current salaries and historical percent of time spent on the MCSAP Basic Grant. Regular salary activities include Safety Inspections, Compliance Investigations, New Entrant Audits, education and awareness training, Data "Q" s, and Data Quality. 100% of the MCSAP work unit employee time associated with program safety activities is charged to the Basic Grant. One MCSAP office support (\$26,669.76), supports the MCSAP unit 60% of their time with safety activities.

Border Enforcement Activities - The Business Specialist (\$43,332.64) spends 83% of their time tracking and reporting activities, preparing budgets, and preparing the grant application for this project. Five Patrol Officers and One Weigh Station Officer (\$308,450.69) dedicate 98% of their time to the border enforcement program to conduct border enforcement activities. There are 28 regular officers statewide (\$6,924.74) that focus on international carriers about .5% of their time during the year.

Enforcement officers charge to MCSAP Basic Grant when they are conducting Safety Inspections, post-crash safety inspections CVSA training and travel time, and Safety awareness training. Included are 3 officers at Courts that perform Border Enforcement safety activities. Enforcement salaries were based on current average salaries and historical percent of time charge to the Basic Grant. Enforcement Patrol officers will increase their time spent doing more safety inspections for the 2023 grant. MDT Enforcement has one Major (\$2,128.46), five Enforcement Captains (\$10,201.46) 2.7% of time, three Enforcement Lieutenants (\$5,728.32) 3.0% of time, fifty-two certified Enforcement Officers (\$258,784.91) 10.19% of time, and twenty Enforcement Patrol Officers (\$257,597.60) 23.50% of time.

Total Regular Salary is \$75,566.40 + \$123,219.20 + \$53,102.40 + \$407,180.80 + \$26,669.76 + \$43,332.64 + \$308,450.69 + \$6,924.74 + \$2,128.46 + \$10,201.46 + \$5,728.32 + \$258,784.91 + \$257,597.60 = \$1,578,887.38.

Overtime expenditures are based on historical expenses and are for post-crash safety inspections, CVSA training and travel time, and Safety awareness training. Overtime is for 24 Enforcement officers including Border Patrol (\$26,372.74) at one and one-half times their average hourly rate. Overtime hourly rate is calculated at average hourly rate of \$23.48 x 1.5 = \$35.22 x 2080 = \$73,257.60 annual salary. Total Overtime is 1.5 x 24 officers x \$73,257.60 annual salary = \$26,372.74.

Total Personnel Costs are \$1,578,887.38 + \$26,372.74 = \$1,605,260.12.

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

Fringe costs method: Aggregated Rate - documentation added to 'My Documents' to describe rate calculation

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
BEG Business	58.1000	83.0000	\$52,208.00	\$25,176.26	\$23,917.45	\$1,258.81	\$0.00
Border Enforcement Officers	58.1000	98.0000	\$314,745.60	\$179,209.84	\$170,249.36	\$8,960.48	\$0.00
Regular Officers BEG Activity	58.1000	0.5000	\$1,384,947.20	\$4,023.27	\$3,822.11	\$201.16	\$0.00
Enforcement Captains Five	58.1000	2.7000	\$377,832.00	\$5,927.05	\$5,630.70	\$296.35	\$0.00
Enforcement Lieutenants Three	58.1000	3.0000	\$190,944.00	\$3,328.15	\$3,161.75	\$166.40	\$0.00
Enforcement Officers - 72	58.1000	10.1900	\$2,539,596.80	\$150,354.03	\$142,836.33	\$7,517.70	\$0.00
MCSAP Overtime	58.1000	1.5000	\$1,758,182.40	\$15,322.55	\$14,556.43	\$766.12	\$0.00
MCSAP Program Manager	58.1000	100.0000	\$75,566.40	\$43,904.07	\$41,708.87	\$2,195.20	\$0.00
MCSAP Program Specialist	58.1000	100.0000	\$123,219.20	\$71,590.35	\$68,010.84	\$3,579.51	\$0.00
Safetynet Manager	58.1000	100.0000	\$53,102.40	\$30,852.49	\$29,309.87	\$1,542.62	\$0.00
MCSAP Investigators	58.1000	100.0000	\$407,180.80	\$236,572.04	\$224,743.44	\$11,828.60	\$0.00
MCSAP Administrative Support	58.1000	60.0000	\$44,449.60	\$15,495.13	\$14,720.37	\$774.76	\$0.00
Major	58.1000	2.7000	\$78,832.00	\$1,236.63	\$1,174.81	\$61.82	\$0.00
Regular Patrol Officers	58.1000	23.5000	\$1,096,160.00	\$149,664.20	\$142,180.99	\$7,483.21	\$0.00
TOTAL: Fringe Benefits				\$932,656.06	\$886,023.32	\$46,632.74	\$0.00

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

MDT's Fringe Benefit rates are submitted annually to our cognizant agency FHWA. MDT has received written approval for the Fringe Benefit rate, and it includes the agency's fringe benefits (FICA, Medicare tax, insurance, work comp) and for leave taken (annual, sick leave, holiday, comp time taken). It is equivalent to the FMCSA definition of fringe benefits. Leave costs taken during the period of performance is not billed directly to the grant. The rate submitted to and approved by FHWA for SFY 2023 is 58.10%. MDT uses the same Fringe Benefit rate for overtime that it uses for regular time.

MCSAP Staff - Fringe Benefits for regular salary activities include one MCSAP Program Manager (\$43,904.08), two MCSAP Program Specialists (\$71,590.36), one MCSAP Safetynet Manager (\$30,852.49), one MCSAP Administrative support (\$15,495.13), and 8 MCSAP Investigators (\$236,572.04). Fringe Benefits were based on current salaries and historical percent of time spent on the MCSAP Basic Grant. Fringe Benefit activities include Safety Inspections, Compliance Investigations, New Entrant Safety Audits, education and awareness training, Data "Q"s, and Data Quality. The two MCSAP Program Specialists and 8 MCSAP Investigators calculated based on current average salaries for the positions. MCSAP work unit employees are dedicated 100% to the MCSAP Basic Grant and Enforcement Staff are only eligible when they are doing MCSAP related safety activities.

Border Enforcement Activities - Fringe Benefits for regular salary activities at 58.10% include one Business Specialist (\$25,176.26), six Enforcement Officers (\$179,209.85), 28 statewide Regular Officers (\$4,023.27). Fringe Benefit activities include Safety Inspections, targeting international high crash corridors, and tracking and reporting border enforcement activities.

Enforcement officers charge to MCSAP Basic Grant when they are conducting Safety Inspections, post-crash safety inspections, CVSA training and travel time, and Safety awareness training. Enforcement fringe benefits were based on current average salaries and historical percent of time charge to the Basic Grant. Enforcement has one Major (\$1,236.64), five Enforcement Captains (\$5,927.05) at 2.7% of their time, three Enforcement Lieutenants (\$3,328.15) at 3% of their time, and fifty-two certified Enforcement Officers (\$150,354.03) 10.19% of time, and twenty Enforcement Patrol Officers (\$149,664.21) 23.50% of time.

Overtime is based on enforcement officer historical costs at the current fringe benefit rate (\$15,322.56).

Total Fringe Benefit is $\$43,904.08 + \$71,590.36 + \$30,852.49 + \$15,495.13 + \$236,572.04 + \$25,176.26 + \$179,209.85 + \$4,023.27 + \$1,236.64 + \$5,927.05 + \$3,328.15 + \$150,354.03 + \$149,664.21 + \$15,322.56 = \$932,656.12$.

The eCVSP does not correctly round when calculating Fringe Benefits so this will not exactly match above.

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
Routine MCSAP related Travel	44	480	100.0000	\$66,332.25	\$63,015.63	\$3,316.62	\$0.00
Out-of-State Travel	24	146	100.0000	\$150,150.00	\$142,642.50	\$7,507.50	\$0.00
In-State Training Travel	100	540	100.0000	\$66,324.33	\$63,008.11	\$3,316.22	\$0.00
TOTAL: Travel				\$282,806.58	\$268,666.24	\$14,140.34	\$0.00

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

"Routine MCSAP related Travel" is per diem and lodging costs for safety education, conducting safety inspections, post-crash inspections, and Compliance Investigations. Costs were based on last year and an increase of a six-month average in 2022 of 8.3% was used to adjust for inflation. Rates of inflation are calculated using the current Consumer Price Index published monthly by the Bureau of Labor Statistics (BLS). Based on last year's historical costs, MCSAP and BEG Officers travel at 100% dedicated personnel is \$50,505.73 and Enforcement travel costs at a percent of time doing safety activities is \$10,742.88. Total Routine Travel is \$50,505.73 + \$10,742.88 = \$61,248.61.

\$61,248.61 x 1.083 inflation = \$66,332.25.

"Out-of-State Travel –Conference Travel includes costs for lodging, per diem, airplane tickets, and transportation between the airport and hotel. Based on current costs the average airfare is \$1,200, Lodging averages \$250 per night, Transportation cost between the hotel and airport one way = \$60, and per diem is \$50 per day. Total training travel is \$1,200 airfare + 5 nights x \$250 = \$1,250 + \$120 transportation to and from airport + 6 days \$300.00 = \$2870.00 total conference travel cost.

The conferences are:

CVSA Annual Conference - 3 Enforcement officers, 1 MCSAP Manager, 1 Administrator - \$2,870.00 total conference travel cost + \$700.00 registration = \$3,570.00 x 5 = \$17,850.00.

CVSA Spring Workshop – 3 Enforcement officers, 1 MCSAP Manager, 1 Administrator - \$2,870.00 total conference travel cost + \$700.00 registration = \$3,570.00 x 5 = \$17,850.00,

North American Inspector Championship (NAIC) - 1 competitor and 1 coach – \$2,870.00 x 2 = \$5,740.00 total conference travel cost.

Spring CVSA Board of Directors/FMCSA meeting – Transportation cost between the hotel and airport one way = \$60, and per diem is \$50 per day. Total conference travel is \$1,200 airfare + 5 nights x \$250 = \$1,250 + \$120 transportation to and from airport + 6 days \$300.00 = \$2870.00 total conference travel cost. 1 Enforcement officer, 1 Administrator - \$2,870.00 total conference travel cost = \$2,870.00 x 2 = \$5,740.00

Fall CVSA Board of Directors/FMCSA meeting – Transportation cost between the hotel and airport one way = \$60, and per diem is \$50 per day. Total conference travel is \$1,200 airfare + 5 nights x \$250 = \$1,250 + \$120 transportation to and from airport + 6 days \$300.00 = \$2870.00 total conference travel cost. 1 Enforcement Officer, 1 Administrator - \$2,870.00 total conference travel cost = \$2,870.00 x 2 = \$5,740.00

FMCSA ITD/MCSAP Planning Workshop – 2 Operations staff, 1 MCSAP Manager - \$2,870.00 x 3 = \$8,610.00 total conference travel

COHMED Conference – 1 Officer, 1 Investigator - \$2870.00 total conference travel cost + \$750.00 registration = \$3620.00 x 2 = \$7,240.00.

Western States CMV Safety Summit – 2 Enforcement officers, 1 Operations staff - \$2,870.00 total conference travel = \$2,870.00 x 3 = \$8,610.00

Fall CVSA Cargo Securement Forum – 1 Enforcement Officer \$2,870.00 total conference travel cost.

Total Conference travel costs are \$17,850.00 + \$17,850.00 + \$5,740.00 + \$5,740.00 + \$5,740.00 + \$8,610.00 + \$7,240.00 + \$8,610.00 + \$2,870.00 = \$80,250.00.

"Out-of-State" - Training Travel includes costs for lodging, per diem, airplane tickets, transportation between the airport and hotel and registration. Out-of-State training travel is for CVSA Inspector training of 3 new MCSAP employees at 100% time dedicated to MCSAP activities and one NTC instructor certification class. Out-of-State training travel was based on current costs, the average airfare is \$1,200, Lodging averages \$250 per night, Transportation cost between the hotel and airport = \$60, and Per diem is \$50 per day. Total out of state

training travel is \$1,200 airfare + 5 nights x \$250 = \$1,250 + \$120 transportation to and from airport + 6 days x \$50.00 per diem = \$300.00 = \$2,870.00 total training travel cost. Currently MCSAP has 3 vacancies that will need to be trained.

The out of state training classes are:

CVSA/FMCSA Data Quality and Systems Training – 2 MCSAP employees - \$2,870.00 total training travel cost + \$700.00 registration = \$3,570.00 x 2 = \$7,140.00

General Hazardous Materials - 2 New Investigators - \$2,870.00. Total training travel = 2 x \$2,870.00 = \$5,740.00

New Entrant Safety Audit Class - 3 New Investigators - \$2,870.00 Total training travel = 3 x \$2,870.00 = \$8,610.00

NTC HM Basic - 2 New Investigators - \$2,870.00. Total training travel = 2 x \$2,870.00 = \$5,740.00

NTC HM Cargo - 2 New Investigators - \$2,870.00. Total training travel = 2 x \$2,870.00 = \$5,740.00

NTC HM Other Bulk Packaging - 2 New Investigators - \$2,870.00. Total training travel = 2 x \$2,870.00 = \$5,740.00

NTC A&B Training– 2 New Investigators - 2-week class, \$1,200 airfare + 12 nights x \$250 = \$3,000 + \$240 rental car + 13 days x \$50 per diem = \$650.00 = \$5,090.00. Total training travel = 2 x \$5,090.00 = \$10,180.00

NTC Carrier Compliance Training - 3 New Investigators - 2-week class, \$1,200 airfare + 12 nights x \$250 = \$3,000 + \$240 rental car + 13 days x \$50 per diem = \$650.00 = \$5,090.00. Total training travel = 3 x \$5,090.00 = \$15,270.00

Passenger Vehicle – 2 Inspectors - \$2,870.00. Total training travel = 2 x \$2,870.00 = \$5,740.00.

Total Out-of-State Training Travel is \$7,140.00 + \$5,740.00 + \$8,610.00 + \$5,740.00 + \$5,740.00 + \$5,740.00 + \$10,180.00 + \$15,270.00 + \$5,740.00 = \$69,900.00.

Total Out-of-State Travel is \$80,250.00 + \$69,900.00 = \$150,150.00.

In State-Training Travel are lodging and per diem costs associated with Compliance Investigations, Safety Audits, and Professional Development training for MDT safety investigators and enforcement officers. Compliance Review training provides investigators Carrier Safety Investigation training, Safety Audit training provides investigators Safety Audit training, and Professional Development training provides employee skills to help them advance through a career ladder in their current positions. Costs were based on last year and an increase of a six-month average in 2022 of 8.3% was used to adjust for inflation. Rates of inflation are calculated using the current Consumer Price Index published monthly by the Bureau of Labor Statistics (BLS). Enforcement travel costs at a percent of time doing safety activities is \$11,532.72 + BEG Officers training at 100% \$7,608.94. = \$19,141.66. MCSAP training is 100%, = \$320.18.

CVSA training is to provide safety inspection training. Lodging costs associated CVSA training costs are 100%. MDT annually holds 4 to 5 CVSA classes per year based on last year's cost = \$41,779.46.

Total In-State Training is \$19,141.66 + \$320.18 + \$41,779.46 = \$61,241.30

\$61,241.30 x 1.083 inflation = \$66,324.33.

Total Program Travel - \$66,332.25+ \$150,150.00 + \$66,324.33 = \$282,806.58.

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
TOTAL: Equipment				\$0.00	\$0.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

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

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
Office Supplies	1 Annual	\$27,339.70	100.0000	\$27,339.70	\$25,972.72	\$1,366.98	\$0.00
Uniforms and Other related Supplies	1 Annual	\$29,728.83	100.0000	\$29,728.83	\$28,242.39	\$1,486.44	\$0.00
Portable Intoximeter	34 One Time	\$541.50	100.0000	\$18,411.00	\$17,490.45	\$920.55	\$0.00
TOTAL: Supplies				\$75,479.53	\$71,705.56	\$3,773.97	\$0.00

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

"Office Supplies" are supplies needed to support day to day MCSAP operations and are expendable including printing and copying supplies, minor tools and equipment under \$5000 (tape measures, etc.), first aid kits, books and reference materials, office supplies, printing costs and miscellaneous computer accessories. Office supplies were calculated based on last year and an increase of a six-month average in 2022 of 8.3% was used to adjust for inflation. Rates of inflation are calculated using the current Consumer Price Index published monthly by the Bureau of Labor Statistics (BLS). Total Office Supplies are about \$2,103.70 per month x 12 months = \$25,244.41.

\$25,244.41 x 1.083 inflation = \$27,339.70.

"Uniforms and Other related Supplies" are officer supplies to support MCSAP operations including enforcement clothing (uniforms, badges, cuffs, etc.), safety inspection supplies (coveralls, creepers, gloves, etc.), ammunition, and vehicle supplies. Uniforms and Other related Supplies are calculated based on last year's cost as a percent of enforcement time spent on safety activities and an increase of a six-month average in 2022 of 8.3% was used to adjust for inflation. Rates of inflation are calculated using the current Consumer Price Index published monthly by the Bureau of Labor Statistics (BLS). Uniforms and Other related Supplies are \$21,845.45 + MCSAP staff and BEG Officers at 100% is \$5,604.99 = \$27,450.44.

\$27,450.44 x 1.083 inflation = \$29,728.83.

"Portable Intoximeters" 26 Patrol officers, 5 Captains, and 3 Lieutenants (26 + 5 + 3 = 34) use Intoximeters to test for blood alcohol concentration on Commercial Motor Vehicle Drivers suspected of being under the influence of alcohol exclusively during roadside safety inspections. Rates of inflation are calculated using the current Consumer Price Index published monthly by the Bureau of Labor Statistics (BLS). 34 officers x \$500 per intoximeter = \$17,000.00

\$17,000.00 x 1.083 inflation = \$18,411.00.

Total Supplies - \$27,339.70 + \$29,728.83 + \$18,411.00 = \$75,479.53.

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.

The Unique Entity Identifier (UEI) is the new, non-proprietary identifier that replaces the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

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

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

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

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

Contractual and Subaward Project Costs							
Legal Name	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
ePart Monthly Cloud Costs	Unknown	Contract	100.0000	\$175,623.72	\$166,842.53	\$8,781.19	\$0.00
Description of Services: Cost to host MDT's Permitting Audit Registration and Tax system							
MLEA	Unknown	Contract	100.0000	\$5,650.66	\$5,368.13	\$282.53	\$0.00
Description of Services: Montana Law Enforcement Academy							
Services	Unknown	Contract	100.0000	\$4,135.64	\$3,928.86	\$206.78	\$0.00
Description of Services: Services							
Auxilium Inc.	Unknown	Contract	100.0000	\$438,838.50	\$416,896.57	\$21,941.93	\$0.00
Description of Services: AWSSS ITD Maintenance							
CTS Smartcop	Unknown	Contract	100.0000	\$85,086.24	\$80,831.93	\$4,254.31	\$0.00
Description of Services: Safety Screening Trailer Maintenance							
Auxilium Inc.	Unknown	Contract	100.0000	\$325,550.00	\$309,272.50	\$16,277.50	\$0.00
Description of Services: Tire Screening System							
TOTAL: Contractual and Subaward				\$1,034,884.76	\$983,140.52	\$51,744.24	\$0.00

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

"Services" are contractual costs for weigh stations including use of force/firearms training (officers must qualify twice a year based on department procedure), medical evaluations for officers as required by state statute, software to track employee schedules, training, and performance, and changes to state administrative rule changes to support CFRs. These services support the weigh station officer safety inspections. The percent of enforcement officer time doing safety activities is applied to these services costs. Use of force/firearms training = \$917.80, medical evaluations = \$836.95, software to track employees = \$1848.00. State Administrative rules at 100% = \$215.94. The annual costs are based on a historical data = \$917.80 + \$836.95 + \$1848.00 + \$215.94 = \$3,818.69.

An increase of a six-month average in 2022 of 8.3% was used to adjust for inflation. Rates of inflation are calculated using the current Consumer Price Index published monthly by the Bureau of Labor Statistics (BLS).

$\$3,818.69 \times 1.083 \text{ inflation} = \$4,135.64.$

"AWSSS/Safety Trailer ITD Maintenance" The Montana Department of Transportation has five Automated Weigh Station Screening Systems (AWSSS) located at Billings Eastbound, Billings Westbound, Butte Westbound, Haugan Eastbound Haugan Westbound weigh stations and two safety screening trailers. The five AWSSS and two Safety Trailer systems use USDOT and License Plate camera readers that screen vehicles by the company, driver, and vehicle safety and credential as the commercial motor vehicle passes through weigh stations or in the case of the trailers while traveling on the roadway. The weigh station systems also have infrared cameras that look at heat signatures for brakes and tires. The screening systems focus safety enforcement on high-risk operators. The Automated Weigh Stations were deployed using funds from the 2011 ECVISN and the Safety Trailers from the 2012 ECVISN grant. The maintenance for the screening systems include annual CVIEW software license \$15,000.00 and CVIEW Site Maintenance, Communications and Service, LPR/DOT Camera Tuning, Service, and Maintenance, SIRIS Thermal Brake System, Trailer Maintenance, Communications and Service, Trailer Camera Maintenance, Trailer Satellite Communications, and Nlets Services \$318,848.50.

MDT was awarded a 2020 Innovative Technology Deployment (ITD) grant to install two additional AWSSS, one at Lima and one at the Broadus weigh stations. Lima is deployed and Broadus will be deployed in the fall of 2022. Maintenance cost will start after site acceptance. Lima annual maintenance is \$8,143.00 and Broadus annual maintenance is \$10,447.00. MDT also had a 2017 ITD grant for an Oversize/Overweight Permits Automated Routing System. The final milestone was just paid to the vendor ProMiles. Maintenance cost for the Automated Routing System (ARS) is \$86,400.00 annually.

The annual maintenance cost for the seven AWSSS, two Safety Trailers, ARS is \$15,000.00 (CVIEW license) + \$318,848.50 (5 AWSSS and 2 Trailers) + \$8,143.00 (Lima) + \$10,447.00 (Broadus) + \$86,400.00 (ARS) = \$438,838.50.

"Eastbound Billings Tire Screening System" - The Eastbound Billings AWSSS is one of the original 5 screening sites that were purchase using 2011 ECVISN grant. The cabinet for the tire screening system had an electrical surge that fried the system to the point that all the electrical components need to be replaced. The tire screening system will bring the Eastbound Billings AWSSS system back to its original functionality of screening for tire defects. To install the system will cost \$325,550.00.

"SMARTCOP ITD Maintenance" Motor Carrier Services (MCS) law enforcement officers issue citations for safety, Oversize/Overweight and other Commercial Motor Vehicle (CMV) and Commercial Driver violations. A citation, or notice to appear (NTA), is a summons prepared and served to a driver or company by an officer for violations of federal safety regulations or state laws. The electronic citation system deployed by Montana and used by MCS officers is called SMARTCOP. SmartCop was deployed with funds from the 2011 ECVISN grant. Prior to SMARTCOP deployment, citation generation was a manual, paper-based process and MCS officers physically delivered citation copies to the courts and other state agencies. The Montana Department of Transportation (MDT) uses the Department of Justice's (DOJ) Smartcop. All of the costs above are considered contractual by FMCSA's recent Civil Rights review of Montana. MDT has a Memorandum of Understanding with DOJ for all of the ongoing costs associated with Smartcop. The CJIN operational support is for access to the state's criminal justice information network at DOJ (\$5,000.00). The annual Smartcop base license is with CTS DOJ's software vendor (\$21,066.46). The annual AT&T fee for NetMotion is the communication used with Smartcop to access DOJ's network (\$2,838.00). DOJ has a full-time equivalent position to support Smartcop (\$36,235.00). The Smart CADD annual license is for dispatchers to track officers and calls for service (\$18,008.71). ESRI runtime is a mapping software that supports Smart CADD (\$890.00). MDT has the ability to scan Montana driver licenses, the license reader for surrounding states will support scanning of states bordering Montana (\$496.62). ConnectCIC License is a license to retrieve license plate and registration data from CJIN and integrate the data into Smartcop (\$551.45). Total costs for Smartcop maintenance are \$5,000.00 CJIN + \$21,066.46 CTS license + \$2,838.00 Net Motion + \$36,235.00 DOJ IT support + \$18,008.71 Smart CADD + \$890.00 ESRI runtime + \$496.62 license reader + \$551.45 ConnectCIC license = \$85,086.24.

"ePART Monthly Cloud Costs" – MDT's electronic Permitting Audit Registration and Tax (ePART) system was hosted at our vendor's location on MDT owned hardware. When that hardware came due to be replaced the decision was made to move to a hosted environment using Microsoft Azure. The monthly cost of hosting the system in Azure is \$14,635.31 x 12 = \$175,623.72 annually.

"MLEA" MLEA provides officers basic law enforcement training. MDT expects 1 new BEG Patrol officer to go through the academy in FFY 2023. Registration costs at the academy are \$1,500.00. The academy lasts 3 months and charges \$300 per officer for Lodging, \$100 per officer for Meals, and \$800 for the academy. \$300.00 + \$100.00 + \$800.00 = \$1,200.00

Total BEG Officers MLEA costs are \$1,500 + \$1,200 = \$2,700.00 x 1 Officers = \$2,700.00

Enforcement officers MLEA costs at a percent of time doing safety activities is = \$2,517.60.

Total MLEA costs are \$2,700.00 + \$2,517.60 = \$5,217.60.

An increase of a six-month average in 2022 of 8.3% was used to adjust for inflation. Rates of inflation are calculated using the current Consumer Price Index published monthly by the Bureau of Labor Statistics (BLS).

$\$5,217.60 \times 1.083 \text{ inflation} = \$5,650.66.$

Total Contractual = \$4,135.64 + \$438,838.50 + \$325,550.00 + \$85,086.24 + \$175,623.72 + \$5,650.66 = \$1,034,884.76.

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 claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Modified Total Direct Costs (MTDC)	10.71	\$4,226,180.11	\$452,623.88	\$429,992.71	\$22,631.17
TOTAL: Indirect Costs			\$452,623.88	\$429,992.71	\$22,631.17

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Communications	1 Annual	\$428.83	100.0000	\$428.83	\$407.39	\$21.44	\$0.00
Utilities	1 Annual	\$33,437.05	100.0000	\$33,437.05	\$31,765.20	\$1,671.85	\$0.00
Dues	1 Annual	\$32,600.00	100.0000	\$32,600.00	\$30,970.00	\$1,630.00	\$0.00
Vehicle Mileage and Rental Costs	1 Annual	\$198,418.06	100.0000	\$198,418.06	\$188,497.16	\$9,920.90	\$0.00
Job Candidate Expense	1 Annual	\$30,209.24	100.0000	\$30,209.24	\$28,698.78	\$1,510.46	\$0.00
TOTAL: Other Costs				\$295,093.18	\$280,338.53	\$14,754.65	\$0.00

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

IDC (Indirect Cost):

The Montana Department of Transportation (MDT) calculates an indirect cost rate each state fiscal year and applies this rate against a base of total direct costs, exclusive of capital expenditures, passthrough grants and other distorting amounts. Per 2 CFR 200.56, indirect costs are costs incurred for a common or joint purpose benefitting more than one cost objective and are not readily assignable to the cost objectives specifically benefitted without effort disproportionate to the result achieved.

Costs recovered through MDT's indirect cost rate include facility and administration (F&A) costs in general support of the department. These include functions such as payroll, accounting, budgeting, purchasing, legal, Director's Office, human resources, information technology, as well as fixed costs and facility maintenance costs for the central office buildings (headquarters and field). Indirect costs specific to each division/program are also included in the indirect cost pool. They include costs, such as, Administrator/manager/administrative staff salaries, conference or training costs, non-project related travel, etc.

MDT negotiates its indirect cost rate each year through the Federal Highway Administration (FHWA), as the cognizant agency for MDT. In addition, Montana is required per 17-1-106, MCA to recover indirect costs on all federal or private grants or contracts. MDT cannot waive its rights to indirect costs or accept grant funds that restrict its ability to recover indirect costs without first receiving written approval from the Governor's Office of Budget and Program Planning. The approved IDC rate for State Fiscal Year 2023 is 10.71%.

"Communications" are costs associated with MCSAP and Border Enforcement Officers at 100% and Enforcement at the percent of time of safety activities. Communications costs are associated with US postage, Fed Ex, and UPS. Communications are calculated based on last year's costs = \$395.96.

An increase of a six-month average in 2022 of 8.3% was used to adjust for inflation. Rates of inflation are calculated using the current Consumer Price Index published monthly by the Bureau of Labor Statistics (BLS).

$\$395.96 \times 1.083 \text{ inflation} = \428.83 .

"Dues" include annual CVSA membership dues (\$10,300.00), IRP membership dues (\$14,800.00), PrePass membership dues (\$7,500.00). The annual membership dues are $\$10,300.00 + \$14,800.00 + \$7,500.00 = \$32,600.00$

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

"Vehicle Mileage and Rental Costs" – Costs for this item represent 12 vans, 1 trailer, 1 car, and 33 patrol trucks used during MCSAP activities. MDT's equipment bureau purchases the departments equipment and then rents the equipment back to the divisions based on assigned time and usage rates. The assigned time is based on an 8-hour workday that the vehicle is normally operated. The assigned time rate covers all fixed costs of the vehicle (for example insurance) not including depreciation. The usage rate recovers all operating costs including fuel, tires, repairs, etc. and is based on the miles of operation for vehicles and hours of usage for equipment. Any vehicle accessories such as lightbars, vehicle decals, vehicle computer mounts, etc. are also included as a percent of time doing safety activities. Reimbursement is based on last year's costs for MCSAP vehicle rental.

MCSAP investigators costs are for 10 vans used 100% of the time towards MCSAP activities. These activities include travel for Inspections, Safety Audits, Compliance Reviews, Employee Training, and Public Safety Training. Based on last year's costs, the total cost for 2 Program Specialist and 8 Motor Vehicle Inspectors to conduct MCSAP activities is \$53,097.47.

Border Enforcement Officer costs are for 5 pickups and 2 vans used 100% of the time towards Border Enforcement safety activities. Based on last year's costs, the total cost for 5 BEG pickups and 2 BEG vans is = \$61,575.23.

Enforcement costs are a percent of the time associated with safety activities. Enforcement has 1 passenger car, 1 trailer, 28 pickups and use district vehicles to attend CVSA classes. The expenditures for these are based on last year's costs with a percentage of time spent on safety activities and 100% for attending CVSA classes is \$68,538.81.

Total Vehicle Rental Costs are $\$53,097.47 + \$61,575.23 + \$68,538.81 = \$183,211.51$.

An increase of a six-month average in 2022 of 8.3% was used to adjust for inflation. Rates of inflation are calculated using the current Consumer Price Index published monthly by the Bureau of Labor Statistics (BLS).

$\$183,211.51 \times 1.083 \text{ inflation} = \$198,418.06.$

“Utilities at the Inspection Barn” are electricity, Natural gas, and garbage & trash removal charges at the weigh stations. Utilities are calculated based on last year’s expenditures at the Billings Safety Barn and two Border “A” sites at 100% and weigh stations prorated based on safety activities. Billings Safety Barn \$12,172.44 + “A” sites \$966.79 + weigh stations \$17,735.24 = \$30,874.47.

An increase of a six-month average in 2022 of 8.3% was used to adjust for inflation. Rates of inflation are calculated using the current Consumer Price Index published monthly by the Bureau of Labor Statistics (BLS).

$\$30,874.47 \times 1.083 \text{ inflation} = \$33,437.05.$

“Job Candidate Expense” include Enforcement hiring costs which occur every year due to turnover and relocation cost (monthly costs associated with the oil fields increased housing costs and the department has an agreement with the union to pay these higher costs) prorated at the time associated with safety activities. Total based on last year costs are \$209.24.

MDT has three vacant MCSAP positions and two Border Enforcement positions at 100% for \$6,000.00 relocation expense as per state policy. 5 positions $\times \$6,000.00 = \$30,000.00.$

Total Job Candidate Expense $\$209.24 + \$30,000.00 = \$30,209.24.$

Total Other Expenses are $\$428.83 + \$32,600.00 + \$198,418.06 + \$33,437.05 + \$30,209.24 = \$295,093.18.$

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$4,444,864.00	\$233,940.00	\$4,678,804.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$701,821.00
MOE Baseline:	\$0.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Major	\$2,022.04	\$106.42	\$2,128.46	\$0.00
MCSAP Program Manager	\$71,788.08	\$3,778.32	\$75,566.40	\$0.00
MCSAP Program Specialist	\$117,058.24	\$6,160.96	\$123,219.20	\$0.00
Safetynet Manager	\$50,447.28	\$2,655.12	\$53,102.40	\$0.00
Border Enforcement Officers	\$293,028.15	\$15,422.53	\$308,450.68	\$0.00
Enforcement Lieutenants Three	\$5,441.90	\$286.42	\$5,728.32	\$0.00
Enforcement Captains Five	\$9,691.39	\$510.07	\$10,201.46	\$0.00
MCSAP Investigators	\$386,821.76	\$20,359.04	\$407,180.80	\$0.00
Administrative Support	\$25,336.27	\$1,333.49	\$26,669.76	\$0.00
Regular Officers BEG Activities	\$6,578.50	\$346.23	\$6,924.73	\$0.00
BEG Business Specialist	\$41,166.01	\$2,166.63	\$43,332.64	\$0.00
Enforcement Officers Seventy Two	\$245,845.68	\$12,939.23	\$258,784.91	\$0.00
Regular Patrol Officers	\$244,717.72	\$12,879.88	\$257,597.60	\$0.00
Salary Subtotal	\$1,499,943.02	\$78,944.34	\$1,578,887.36	\$0.00
MCSAP Overtime	\$25,054.10	\$1,318.63	\$26,372.73	\$0.00
Overtime subtotal	\$25,054.10	\$1,318.63	\$26,372.73	\$0.00
Personnel total	\$1,524,997.12	\$80,262.97	\$1,605,260.09	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
BEG Business	\$23,917.45	\$1,258.81	\$25,176.26	\$0.00
Border Enforcement Officers	\$170,249.36	\$8,960.48	\$179,209.84	\$0.00
Regular Officers BEG Activity	\$3,822.11	\$201.16	\$4,023.27	\$0.00
Enforcement Captains Five	\$5,630.70	\$296.35	\$5,927.05	\$0.00
Enforcement Lieutenants Three	\$3,161.75	\$166.40	\$3,328.15	\$0.00
Enforcement Officers - 72	\$142,836.33	\$7,517.70	\$150,354.03	\$0.00
MCSAP Overtime	\$14,556.43	\$766.12	\$15,322.55	\$0.00
MCSAP Program Manager	\$41,708.87	\$2,195.20	\$43,904.07	\$0.00
MCSAP Program Specialist	\$68,010.84	\$3,579.51	\$71,590.35	\$0.00
Safetynet Manager	\$29,309.87	\$1,542.62	\$30,852.49	\$0.00
MCSAP Investigators	\$224,743.44	\$11,828.60	\$236,572.04	\$0.00
MCSAP Administrative Support	\$14,720.37	\$774.76	\$15,495.13	\$0.00
Major	\$1,174.81	\$61.82	\$1,236.63	\$0.00
Regular Patrol Officers	\$142,180.99	\$7,483.21	\$149,664.20	\$0.00
Fringe Benefits total	\$886,023.32	\$46,632.74	\$932,656.06	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Routine MCSAP related Travel	\$63,015.63	\$3,316.62	\$66,332.25	\$0.00
Out-of-State Travel	\$142,642.50	\$7,507.50	\$150,150.00	\$0.00
In-State Training Travel	\$63,008.11	\$3,316.22	\$66,324.33	\$0.00
Travel total	\$268,666.24	\$14,140.34	\$282,806.58	\$0.00

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

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Supplies	\$25,972.72	\$1,366.98	\$27,339.70	\$0.00
Uniforms and Other related Supplies	\$28,242.39	\$1,486.44	\$29,728.83	\$0.00
Portable Intoximeter	\$17,490.45	\$920.55	\$18,411.00	\$0.00
Supplies total	\$71,705.56	\$3,773.97	\$75,479.53	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
ePart Monthly Cloud Costs	\$166,842.53	\$8,781.19	\$175,623.72	\$0.00
MLEA	\$5,368.13	\$282.53	\$5,650.66	\$0.00
Services	\$3,928.86	\$206.78	\$4,135.64	\$0.00
Auxilium Inc.	\$416,896.57	\$21,941.93	\$438,838.50	\$0.00
CTS Smartcop	\$80,831.93	\$4,254.31	\$85,086.24	\$0.00
Auxilium Inc.	\$309,272.50	\$16,277.50	\$325,550.00	\$0.00
Contractual and Subaward total	\$983,140.52	\$51,744.24	\$1,034,884.76	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Communications	\$407.39	\$21.44	\$428.83	\$0.00
Utilities	\$31,765.20	\$1,671.85	\$33,437.05	\$0.00
Dues	\$30,970.00	\$1,630.00	\$32,600.00	\$0.00
Vehicle Mileage and Rental Costs	\$188,497.16	\$9,920.90	\$198,418.06	\$0.00
Job Candidate Expense	\$28,698.78	\$1,510.46	\$30,209.24	\$0.00
Other Costs total	\$280,338.53	\$14,754.65	\$295,093.18	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$4,014,871.29	\$211,308.91	\$4,226,180.20	\$0.00
Indirect Costs	\$429,992.71	\$22,631.17	\$452,623.88	NA
Total Costs Budgeted	\$4,444,864.00	\$233,940.08	\$4,678,804.08	\$0.00

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$4,444,864.00	\$233,940.00	\$4,678,804.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$701,821.00
MOE Baseline:	\$0.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$1,499,943.02	\$78,944.34	\$1,578,887.36	\$0.00
Overtime Subtotal	\$25,054.10	\$1,318.63	\$26,372.73	\$0.00
Personnel Total	\$1,524,997.12	\$80,262.97	\$1,605,260.09	\$0.00
Fringe Benefits Total	\$886,023.32	\$46,632.74	\$932,656.06	\$0.00
Travel Total	\$268,666.24	\$14,140.34	\$282,806.58	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$71,705.56	\$3,773.97	\$75,479.53	\$0.00
Contractual and Subaward Total	\$983,140.52	\$51,744.24	\$1,034,884.76	\$0.00
Other Costs Total	\$280,338.53	\$14,754.65	\$295,093.18	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$4,014,871.29	\$211,308.91	\$4,226,180.20	\$0.00
Indirect Costs	\$429,992.71	\$22,631.17	\$452,623.88	NA
Total Costs Budgeted	\$4,444,864.00	\$233,940.08	\$4,678,804.08	\$0.00

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? Jeff Steeger
2. What is this person's title? MCSAP Manager
3. Who is your Governor's highway safety representative? Brad Martin
4. What is this person's title? Administrator

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

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

State Certification declaration:

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

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

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? Jeff Steeger
2. What is the title of your certifying State official? MCSAP Manger
3. What are the phone # and email address of your State official? 406-444-4207

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

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

I, Jeff Steeger , 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.

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

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

☐ Yes ☒ No

Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, Motor Carrier Services Administrator Brad Marten, on behalf of the State of Montana 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 Carrier 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.

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

None

Signature of Certifying Official: Brad Marten

Title of Certifying Official: Motor Carrier Services Administrator

Date of Certification: 08/29/2022

From: Finkle, Lester (FMCSA) <Lester.Finkle@dot.gov>

Sent: Tuesday, July 26, 2022 6:50 AM

To: Handl, Megan <mhandl@mt.gov>

Cc: Marten, Brad <bmarten@mt.gov>; Christoferson, Russ <rchristoferson@mt.gov>; Toro, Charlena <charlenatoro@mt.gov>

Subject: [EXTERNAL] FMCSA Approval Of MDT's Final FMCSA Title VI Program Compliance Plan For FY 2023

Great! Thanks, Megan. I have reviewed MDT's final FMCSA Title VI Program Compliance Plan for FY 2023 and find all elements identified in the FY 2023 FMCSA Title VI Program Compliance Plan Checklist. This e-mail serves as the Plan approval document. Therefore, MDT's final FMCSA Title VI Program Compliance Plan for FY 2023 is hereby approved.

Thanks again, Megan.

Lester

Lester Finkle

FMCSA National Title VI Program Manager

FY 2023 Certification of MCSAP Conformance (State Certification)

I Brad Marten, Motor Carrier Services Administrator, on behalf of the Montana, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

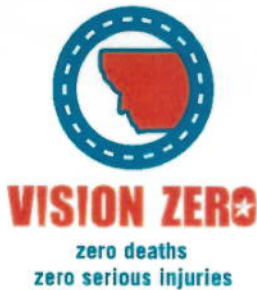
1. The State has designated Department of Transportation Motor Carrier Services as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought to perform defined functions under the CVSP.
2. The State has assumed responsibility for and adopted 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 08-29-2022

Signature Brad Marten



Montana Department of Transportation

2701 Prospect
PO Box 201001
Helena MT 59620-1001

Greg Gianforte, Governor
Malcolm "Mack" Long, Director

Memorandum

To: Brad Marten, MCS Administrator

From: Malcolm Long, Director

Date: February 3, 2021

Subject: Motor Carriers Assistance Program (MCSAP)

Attached is the letter received from Greg Gianforte, Governor of the State of Montana, designating me to certify to the Federal Motor Carrier Safety Administration that all laws, rules, and regulations pertaining to MCSAP are being enforced by the State of Montana. This letter authorizes me to sign and execute all MCSAP grant documents and agreements as necessary to administer the program.

I further designate these responsibilities to Mike Bousliman, Acting Deputy Director, and Brad Marten, Motor Carrier Services Administrator.



Malcolm Long, Director



Mike Bousliman, Acting Deputy Director



Brad Marten, Motor Carrier Services Administrator

Cc: Mike Bousliman, Acting Deputy Director
Jeff Steeger, MCSAP Manager

OFFICE OF THE GOVERNOR
STATE OF MONTANA

GREG GIANFORTE
GOVERNOR



KRISTEN JURAS
LT. GOVERNOR

February 2, 2021

Malcolm D. Long, Director
Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

Dear Director Long,

The State of Montana has designated the Montana Department of Transportation (MDT) as the lead agency to administer the Motor Carrier Safety Assistance Program (MCSAP), including the Commercial Vehicle Safety Plan (CVSP).

The Code of Federal Regulations, Title 49, Part 350 defines the MCSAP program provisions which requires each state to annually certify to the Federal Motor Carrier Safety Administration that it is enforcing all state laws, rules, and regulations pertinent to the MCSAP.

I hereby designate you, the Montana Department of Transportation Director, or your designee to certify to the Federal Motor Carrier Safety Administration that all laws, rules, and regulations pertaining to the MCSAP are being enforced by the State of Montana. I also authorize you or your designee to sign and execute all MCSAP grant documents and agreements necessary to administer the program.

Sincerely,

A handwritten signature in blue ink, appearing to read "G. Gianforte", written over the printed name and title.

Greg Gianforte
Governor

Copies: Brad Marten, Motor Carrier Services Administrator

Bisom, Dan

From: Christoferson, Russ
Sent: Tuesday, October 4, 2022 11:13 AM
To: Bisom, Dan
Subject: FW: Cost Eligibility Question - Travel to Board of Directors Meeting
Attachments: CVSA Board Meeting Letter - March 8, 2018.pdf; FMCSA Response Letter - April 6, 2018.pdf



Russ Christoferson
Enforcement Bureau Chief | Motor Carrier Services
Montana Department of Transportation
2701 Prospect Ave
Helena, MT 59601
Cell 406-431-1269 | rchristoferson@mt.gov
Office 406-444-0454
Follow Us: [mdt.mt.gov](https://www.mdt.mt.gov)

From: Broers, Capt. John (HP040) <John.Broers@state.sd.us>
Sent: Wednesday, January 12, 2022 12:41 PM
To: Christoferson, Russ <rchristoferson@mt.gov>; Nordloh, Chris <chris.nordloh@dps.texas.gov>
Subject: [EXTERNAL] FW: Cost Eligibility Question - Travel to Board of Directors Meeting

CAPTAIN JOHN BROERS – HP 40
DISTRICT FOUR COMMANDER

From: Espy, Amanda (FMCSA) <amanda.espy@dot.gov>
Sent: Wednesday, January 12, 2022 9:33 AM
To: Broers, Capt. John (HP040) <John.Broers@state.sd.us>
Cc: Gerber, Cindy (FMCSA) <cindy.gerber@dot.gov>
Subject: [EXT] Cost Eligibility Question - Travel to Board of Directors Meeting

Good morning Captain,

To follow up from our conversation yesterday and this morning.

The CVSA meeting in December is approved.

Moving forward I've been told as long as they include meetings with FMCSA, safety related (such as the autonomous truck demo), or program related training, they would be allowable. Meetings to lobby (see 2 CFR 200.450) or work solely on CVSA administrative functions/tasks would not be eligible (for lobbying questions, please refer to your attorney).

I hope this helps.

Please let me know if you have any other questions.

Thanks!!

Amanda Espy, State Program Specialist
South Dakota Division
Federal Motor Carrier Safety Administration
1410 East Highway 14, Suite B | Pierre, SD 57501
P: 605-945-5404 | F: (605) 224-1766
Amanda.espy@dot.gov



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