eCVSP

WISCONSIN

Commercial Vehicle Safety Plan

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

**Fiscal Years 2023 - 2025
Annual Update FY 2024**

Date of Approval: July 30, 2024

FINAL CVSP

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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year 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 2023 - 2025)
- Part 2: Crash Reduction and National Program Elements (FY 2023 - 2025)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2023 - 2025)
- Part 4: Financial Information (FY 2024)
- Part 5: Certifications and Documents (FY 2024)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit either a 3-year plan or an Annual Update. 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 2024:

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 if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If "**Yes**" is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "**No**" is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2023 plans. States must carefully review and update this information to reflect FY 2024 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2024 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited 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.*

The Wisconsin State Patrol (WSP) was established in 1939 to provide professional law enforcement services in a rapidly changing transportation environment. Along with that effort, it was recognized that the WSP would stand ready to provide public safety assistance to local, county, and tribal units of government as well as our partner agencies at the state and federal levels. The agency is a Division of the Wisconsin Department of Transportation (WisDOT), which provides leadership in the development and operation of a safe and efficient transportation system. As part of its mission to provide exceptional public safety services, the WSP uses Motor Carrier Safety Assistance Program (MCSAP) funding to support activities designed to reduce the number and severity of crashes involving commercial motor vehicles (CMVs). While the WSP's vision is to have zero large truck and bus fatalities on our highways, the agency will target an annual rate of 0.11 or less for large truck and bus fatalities per 100 million vehicle miles traveled (VMT) through calendar year 2025.

Starting in FFY 2023, the WSP's MCSAP goals include the following:

- Audit new carriers through the New Entrant Program by assessing compliance with federal regulations, providing education, and, when necessary, taking appropriate action for safety deficiencies using established policies and guidance.

- Inspect both CMVs and drivers to ensure vehicles are mechanically sound and to verify that operators are following federal regulations, state laws, and administrative rules.

- Confirm operating authority during each inspection using state and/or federal databases and take appropriate enforcement action when a carrier is not in compliance.

- Verify during each inspection that a carrier Is not under a federal out-of-service order and take appropriate enforcement action when a violation is discovered. The WSP will strive to identify and properly document at least 85% of carriers found to be operating with a federal out of service order issued for being an Imminent Hazard or Unsatisfactory/Unfit. The agency has trained all personnel on federal database use, software applications, and investigative techniques for determining who the carrier responsible for safety is, and whether they are authorized to operate. The agency has also designated a manager to monitor inspections of carriers under a federal out-of-service order on a monthly basis.

- Assess carrier and driver compliance with Electronic Logging Device (ELD) regulations by requiring drivers to use a web service transfer of Records of Duty Status during inspections. The WSP will strive to meet a minimum of 85% upload rate for compliant carriers.

- Identify drivers who are prohibited from operating due to a violation being noted by the Drug and Alcohol Clearing House (DACH) during every inspection. WSP personnel will use Query Central and/or CDLIS to ensure that all CMV drivers are properly licensed and are not otherwise prohibited from operating. If a violation is discovered, appropriate roadside action will be taken per established policies.

- Conduct high visibility CMV traffic enforcement, both with and without an associated inspection, resulting from an observed unsafe driver behavior. These efforts will also encompass non-MCSAP funded traffic enforcement of light vehicles operating in an unsafe manner around large trucks and buses. Tools such as Predictive Analytics and available crash data will be used to identify locations and highways as areas of concern. Traffic enforcement will include a special emphasis in the areas of distracted driving, aggressive vehicle operation, and seatbelt usage.

- Emphasize safety in construction zones through high visibility roadside inspection and traffic enforcement efforts in and around work areas. An emphasis will be placed both on CMV operation, and the operation of non-CMVs around large vehicles.

- Monitor industry initiatives, areas of increased CMV traffic, and rural areas with higher crash occurrences throughout Wisconsin and conduct special education and/or enforcement details as deemed necessary to ensure the safety of all road users.

- Initiate risk-based investigations of both intrastate and interstate carriers in partnership with the FCMSA Wisconsin Division and in accordance with established policies, guidance, and best practices. WSP investigators will use FMCSA software for documenting interventions, preparing cases for federal prosecution when appropriate, and assessing uniform fine amounts. Carriers found to have deficient safety practices will be provided educational materials including information on requesting a safety rating upgrade based on corrective action.

- Participate in national enforcement efforts targeting the unsafe transportation of hazardous materials by both shippers and carriers. This will include conducting investigations of hazardous materials carriers in conjunction with the FMCSA Wisconsin Division per standard operating policies and best practices.

- Ensure occupant safety by conducting passenger carrying vehicle destination inspections. The WSP will also allocate resources to complete investigations of passenger carrying motor carriers based on risk assessment and/or MAP-21 requirements. Level 1 or Level 5 inspections will be conducted during investigations of all passenger carriers operating motor coaches and during investigations of non-motor coach operating passenger carriers as outlined by operational policies.

- Reduce road closure times for significant crash incidents involving CMVs while at the same time collecting information that can be used to determine how and why the incident occurred. By opening roadways sooner, secondary incidents and congestion can be reduced. Improved data collection will assist in assessing crash causation, resource allocation, or engineering update needs.

- Present information at public education and awareness venues to increase safety awareness related to CMVs and non-CMVs operating around large trucks and buses.

- Combat human trafficking by providing educational materials during roadside inspections, New Entrant Safety Audits, Compliance Investigations, and public venues. This provision also includes providing information to truck stops, service stations, and transportation centers designed to both enlist commercial vehicle operators in the fight against human trafficking, and to aid victims seeking help. WSP personnel will also continue to participate in special human trafficking enforcement details, including those for both education and identification.

- Maintain high program quality standards including good faith responses to all Requests for Data Review (RDRs) following prescribed policies, procedures, and best practices.

- Ensure that correct and accurate information regarding carrier safety events is uploaded to federal databases by maintaining quality control efforts and high standards designed to maintain Wisconsin's good/green rating in all state performance categories.

- Maintain compliance with requirements for all levels of the Performance and Registration Information Systems management (PRISM) by continuing and building on the WSP's partnership with the Motor Carrier Services Section (MCS). The MCS is part of the Division of Motor Vehicles, which, like the WSP, is a Division of WisDOT.

- Provide equitable services in all aspects of commercial vehicle enforcement through continued training and assessment of personnel in Title VI compliance requirements as they pertain to inspection selection and unbiased policing.

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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
●	○	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
●	○	Are initiatives involving rural roads included in the CVSP?
○	●	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
●	○	Are initiatives regarding human trafficking/smuggling included in the CVSP?
●	○	Are activities regarding drug interdiction included in the CVSP?
●	○	Are initiatives regarding work zone safety included in the CVSP?
●	○	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

The Wisconsin State Patrol (WSP) is the only law enforcement agency in the State that receives Motor Carrier Safety Assistance Program (MCSAP) funds. The agency's lead motor carrier contacts are located in the Bureau of Field Operations, where MCSAP Program Managers are overseen by a Special Operations Major. These managers, which include one Captain and two Lieutenants, provide guidance and support to sworn inspection staff (Inspectors) under a separate Regional Operations structure. Inspectors are assigned to five geographical areas of the state and report to one of ten Inspector Sergeants who are assigned to regional command staff.

Since its inception in 1985, the WSP's motor carrier program has grown from a basic inspection service to one that incorporates many elements of transportation safety, including:

- Coordination of inspections with traffic enforcement and size/weight efforts

- New Entrant Safety Audits

- Compliance Investigations

- Incorporation of safety education into every facet of the program

- Use of mobile patrol for enforcement operations

- Completion of post-crash inspections

- Participation in national safety initiatives and enforcement efforts

Statewide motor carrier enforcement staff consists of 110 personnel, including 85 sworn Inspectors and Inspector Sergeants who are directly responsible for roadside inspection efforts. All inspectors are required to be certified in

North American Standard (NAS) Part A (driver), NAS Part B (vehicle), General Hazardous Materials, Other Bulk Packaging, and Cargo Tank Inspections. Select personnel are also trained in Passenger Carrying Vehicle Inspections, Post-Crash Inspections, or Level VI (radiological shipment) Inspections. These individuals are either assigned to a Safety and Weight Enforcement Facility, or to mobile patrol in one of the state's 72 counties. Inspector hours claimed to the MCSAP grant account for the equivalent of 35 full-time inspector (approximately 41% of the 85 field inspection assignments).

In addition to the sworn inspection staff, the WSP also partners with 39 officers from 19 county or municipal agencies around the state. Although these agencies do not receive MCSAP funding, they have signed Memorandums of Understanding with the WSP authorizing them to conduct inspections of commercial motor vehicles and drivers. These local officers have attended training in NAS Parts A and B at a minimum, and they use ASPEN software to document roadside inspections. The WSP provides them with software, IT support, CVSA decals, out-of-service notices, and annual in-service training. Local agencies are required to follow all FMCSA and CVSA operational policies, and their activities are monitored by WSP program managers.

18 civilians (investigators, project positions and LTE) and two sworn supervisory Sergeants make up the WSP's Motor Carrier Investigation Unit. These personnel use MCSAP funding to conduct New Entrant Safety Audits and Compliance Investigations. The MCIU receives approximately 150 to 200 new entrant motor carriers every month wherein they make contact with a representative of each company, determine the applicability of audit requirements, and where applicable, conduct an educational audit of the new carrier's compliance with federal regulations. MCIU Investigators also conduct risk-based Compliance Investigations of both intrastate and interstate companies with demonstrated safety deficiencies.

State Inspectors, Investigators, Program Managers, and their county/municipal partners are supported by two civilian staff members. The first of these, the WSP's Program and Policy Analyst, is responsible for grant administration, accounting, purchasing, and report preparation. This individual, as well as a Program Manager, attends FMCSA's planning session on an annual basis to understand CVSP updates and to assess the WSP's compliance with grant requirements. The second support staff member, who is an Information Technology (IT) Specialist, provides hardware and software support, data quality control, and database management to all statewide inspection personnel.

By state statute, the Wisconsin State Patrol is also authorized to employ 399 Troopers who are assigned throughout the state. These non-MCSAP funded officers and supervisors do not conduct inspections. However, they are authorized to conduct traffic enforcement stops on CMVs when a violation is observed.

The following section summarizes the state's responses to the CVSP Initiative Questions:

In the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?

- The agency used the NRSS in the development of its crash reduction strategies. As an example, Wisconsin inspector sergeants are required to plan high visibility traffic enforcement and crash reduction details focusing on the Behavioral Safety Factors identified in the NRSS Safe System (Safer People). See Part 2 Section 3 (Roadside Inspections), Part 2 Section 5 (Traffic Enforcement), and Part 3 Section 5 (State Specific Objectives – Future).

2. Are initiatives involving rural roads included in the CVSP?

- State Program Managers are tasked with researching crash patterns throughout the state and identifying strategies by identifying locations, including rural roads, that should be prioritized for education and enforcement. See Part 2 Section 2 (CMV Crash Reduction), Part 2 Section 5 (Traffic Enforcement), and Part 3, Section 5 (State Specific objectives - Future).

3. Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?

- N/A

4. Are initiatives regarding human trafficking/smuggling included in the CVSP?

- Wisconsin intends to combat human trafficking by providing educational materials during roadside inspections, New Entrant Safety Audits, Compliance Investigations, and public venues. This provision also includes providing information to truck stops, service stations, and transportation centers designed to both enlist commercial vehicle operators in the fight against human trafficking, and to aid victims seeking help. WSP personnel will also continue to participate in special human trafficking enforcement details, including those for both education and identification. See Part 2, Section 3 (Roadside Inspections), Part 2 Section 7 (Public Education and Outreach), and Part 2, Section 9 (New Entrant Safety Audits).

5. Are activities regarding drug interdiction included in the CVSP?

- All inspectors are trained to identify the indicators of drug use and/or the illegal transportation of controlled substances. See Part 2 Section 3 (Roadside Inspections).

6. Are initiatives regarding work zone safety included in the CVSP?

- The state recognizes the importance of enforcement in preventing work zone related crashes and will require inspector sergeants to conduct targeted details in these areas. See Part 2 Section 5 (Traffic Enforcement), and Part 3 Section 5 (State Specific Objectives – Future).

7. Is your state submitting an annual Training Plan to the National Training Center?

- With the transfer of most certification training from the NTC to CVSA, the state is required to submit the annual Training Plan by August 1st of the preceding year. The 2024 plan was submitted prior to this date, and the state will continue to abide by the given deadline. The Training Plan outlines the list of courses that Wisconsin will host during the upcoming year. These will generally include annual offerings of Part A and Part B with biennial offerings of General HazMat, Other Non-Bulk, Cargo Tank, and Passenger Carrying Vehicle.

Update for FY 2024:

- Position counts updated

- Responses to CVSP Initiative Questions added

Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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 activity area.

- *Driver and Vehicle Inspections includes the number of personnel conducting inspection activities.*
- *Traffic enforcement activities includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.*
- *Investigations includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.*
- *Public Education and Awareness includes the number of personnel conducting public education and awareness on CMV topics.*
- *Data Collection and Reporting includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.*

FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	WISCONSIN STATE PATROL
Enter total number of personnel participating in MCSAP activities	110
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	107
Traffic Enforcement Activities	90
Investigations[*]	18
Public Education and Awareness	107
Data Collection and Reporting	23
[*] Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Non-funded Agency Information	
Total number of agencies:	19
Total # of MCSAP Participating Personnel:	39

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 2023 - 2025 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

*For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, https://ai.fmcsa.dot.gov/Grants. Portal credentials are required to access this website.*

- *   **MCSAP Performance Dashboard** *– States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.*

    It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- *   **Activity Dashboard** *– This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.*

    Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- *   *States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.*

- *   *States can also use internal State data sources.*

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Part 2 Section 2 - CMV Crash Reduction

> **Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
>
> ◯ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

Trend Analysis for 2017 - 2021

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 **Number of 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 **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.*
  - *In the **Actual 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			
01/01/2021	12/31/2021	89	0.11	0.15
01/01/2020	12/31/2020	61	0.11	0.11
01/01/2019	12/31/2019	72	0.11	0.11
01/01/2018	12/31/2018	64	0.10	0.10
01/01/2017	12/31/2017	71	0.11	0.11

MOTORCOACH/PASSENGER CARRIER CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	3		3
01/01/2020	12/31/2020	4		4
01/01/2019	12/31/2019	3		3
01/01/2018	12/31/2018	3		3
01/01/2017	12/31/2017	5		5

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	0		0
01/01/2020	12/31/2020	0		0
01/01/2019	12/31/2019	0		0
01/01/2018	12/31/2018	0		0
01/01/2017	12/31/2017	0		0

Enter the data sources and capture dates of the data listed in each of the tables above.
All crash data used in this section was retrieved in July of 2022 from the SafetyNet Database and the Wisconsin Traffic Operations and Safety Laboratory (Community Maps) Database.

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

All CMV Crashes

While the WSP's vision is to have zero large truck and bus fatalities on our highways, the agency will target an annual rate of 0.11 or less for large truck and bus fatalities per 100 million vehicle miles traveled (VMT) through calendar year 2025. This was achieved during four of the preceding five calendar years (2017, 2018, 2019, and 2020), however a higher number of CMV fatalities in 2021 resulted in an increased fatality rate of 0.15 for large truck and bus fatalities. The agency will strive to return this rate to that of the target value or below.

Fatal Crashes Involving Passenger Carrying Vehicles

The following are incident overviews of one sample fatal crash involving a passenger carrying vehicle per calendar year from 2017 to 2021:

October 2, 2017 (Urban City Street)

A passenger car entered an intersection at a high rate of speed against a red traffic signal and struck a second passenger car that was crossing on a green signal. The second passenger car was redirected into the side of a transit bus that was stopped at the intersection. The driver and a rear seat passenger in the second car sustained fatal injuries as a result of the crash. After the incident, the first vehicle that was in violation of the red traffic light fled the scene. The actions of the transit bus operator were determined to not have been contributory to the incident.

February 25, 2018 (Urban City Street)

A pedestrian exited a transit bus while at a red traffic control signal and began to cross the intersection. When the light turned green, the transit bus operator initiated a right turn and struck the pedestrian, causing fatal injuries.

April 18, 2019 (Urban City Street)

A passenger car being pursued by law enforcement entered an intersection against a stop sign. The vehicle struck a school bus and another passenger car that was traveling on the through roadway. A passenger in the initial car was fatally injured. The operation of the school bus was determined to not have been a factor in the crash.

September 10, 2020 (Rural State Trunk Highway)

A school bus traveling northbound on a state trunk highway failed to yield to a southbound passenger car when making a left turn onto another roadway. As a result of the incident, the driver of the passenger car suffered fatal injuries.

March 8, 2021 (Rural County Trunk Highway)

In the early morning hours, a school bus was stopped with its red lights activated and stop sign extended to pick up two children from a private residence. As at least one of the children boarded the bus, an individual approached the vehicle from the residence and gave an item to the driver through the left side window. As the driver began to pull away, the bus struck and fatally injured the second child who either had not yet boarded or had exited the bus.

Although the number of fatalities involving a passenger carrying vehicle has ranged from three to five for each of the last five years, most incident reports have noted that actions on the part of the passenger carrier were not contributory to the incident. Because of this, the WSP will not be establishing a specific passenger transportation goal. However, the agency will conduct passenger carrying vehicle destination inspections at various venues around the state. The WSP will also allocate resources to complete investigations of passenger carrying motor carriers based on risk assessment and/or MAP-21 requirements.

Crashes Involving Vehicles Transporting Hazardous Materials

There were no fatal crashes involving a CMV wherein hazardous materials were released or spilled. As a result, the WSP will not be specifically addressing this element in the FFY 2023-2025 CVSP. All of the agency's Inspectors are trained in General Hazardous Materials, Other Bulk Packaging, and Cargo Tank Inspection procedures, which allows them to address any related safety deficiencies identified during roadside inspections. In addition, the WSP will participate in national enforcement initiatives targeting the unsafe transportation of hazardous materials by both shippers and carriers. The agency will also conduct investigations of hazardous materials carriers in conjunction with the FMCSA Wisconsin Division per standard operating policies and best practices.

Narrative Overview for FY 2023 - 2025

***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.

As was stated above, the WSP will continue with efforts to lower the fatality rate for crashes involving CMVs to 0.11 or lower per 100 million VMT through calendar year 2025. This goal was attained during four of the previous five years (2017, 2018, 2019, and 2020). However, an increase in fatalities in calendar year 2021 brought the rate up to 0.15. The agency will continue with historically successful CVSP strategies in addition to employing data-driven methodologies designed to target identified problem areas and driving behaviors to reach or exceed the stated goal.

The WSP's parent agency, the Wisconsin Department of Transportation (WisDOT), has a long-standing partnership with the University of Wisconsin's Traffic Operations and Safety Laboratory. Also known as the TOPS Lab, the organization is based in the University's Department of Civil and Environmental Engineering. Their stated mission is to improve traffic operations and safety in Wisconsin and across the Midwest through a diverse balance of service partnerships, research, and training. One of the resources available to the WSP through this partnership is a Predictive Analytics tool that incorporates a crash mapping application called Community Maps. WSP Program Managers and supervisors will use this information to target resource deployment based on geographical location, day of the week, time of day, or other common facets shown by historical data and predicted crash trends.

Enter the data source and capture date:
All crash data used in this section was retrieved in July of 2022 from the SafetyNet Database and the Wisconsin Traffic Operations and Safety Laboratory (Community Maps) Database.

Projected Goal for FY 2023 - 2025:

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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2023	1
2024	1
2025	1

Program Activities for FY 2023 - 2025: 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.

The WSP will research crash patterns throughout the state including roadway type, time of day, day of week, and geographic location. Program Managers will use this data to develop strategies for reducing crashes by identifying

locations, including rural roads, that should be prioritized for education and enforcement efforts. This research and continued assessment will be used for planning, personnel assignments, and resource allocation throughout the state.

In addition to normal fixed facility and mobile enforcement assignments, WSP Inspectors will also participate in scheduled special enforcement details. These details are generally planned by regional Inspector Sergeants who are familiar with local traffic patterns and can best determine where these specialized activities should take place. When possible, they will coordinate efforts with other Posts and local law enforcement agencies. At the conclusion of each event, Sergeants submit a formal report summarizing the number of officers involved, location, number of inspections completed or vehicles stopped, and enforcement action taken. Required details will include efforts in crash reduction, passenger carrying vehicle inspections, and traffic enforcement.

Inspector Sergeants will use crash data provided through the University of Wisconsin TOPS Lab Community Maps and Predictive Analytics tools to plan and conduct a minimum of three scheduled high visibility Crash Reduction Details per quarter (12 details per Sergeant). These will occur at geographic locations, both rural and urban, wherein trends show crashes involving CMVs are more likely to occur. Each detail will consist of a minimum of one supervisor and four inspectors and will result in a minimum of four inspections per assigned officer.

The WSP recognizes that new companies may need assistance with the Federal Motor Carrier Safety Regulations and best practices. A thorough understanding of these requirements helps to reduce crashes. The agency therefore takes part in the New Entrant Safety Assurance Program by conducting audits of new interstate carriers. In addition, the state will also provide a free compliance seminar for new intrastate carriers covering driver qualifications, vehicle and driver files, hours of service, and controlled substances / alcohol testing requirements. These will be held on a biannual basis at different locations in the state in partnership with area technical college truck driving programs. In addition, Inspector Sergeants who oversee fixed Safety and Weight Enforcement Facilities will conduct two details per year focusing on conducting inspections of New Entrants. Each detail will consist of a minimum of one supervisor and four inspectors and will result in a minimum of four inspections per assigned officer.

Other goals have also been implemented that are designed for crash reduction. For example, although the state has not identified a significant passenger transportation safety problem, the WSP will conduct at least three passenger carrying vehicle destination inspections at various venues around the state. Inspection personnel have received training in migrant worker transportation safety and will monitor those locations were temporary workers are employed. The WSP will also allocate resources to complete investigations of passenger carrying motor carriers based on risk assessment and/or MAP-21 requirements. In addition, the agency will strive to reduce road closure times for significant crash incidents involving CMVs while at the same time collecting information that can be used to determine how and why the incident occurred. By opening roadways sooner, secondary incidents and congestion can be reduced. Improved data collection will assist in assessing crash causation, resource allocation, or engineering update needs.

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

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

Using average data from FFYs 2020 and 2021 as a baseline, Wisconsin will target geographical locations based on the Community Maps and Predictive Analytics tools provided through the WisDOT's partnership with the University of Wisconsin TOPS Lab. All counties will be monitored during the CVSP timeframe, and a focus will be placed on those areas identified as having increased CMV traffic and/or demonstrated safety issues. The following chart shows the crash data averages that will be used for the baseline data:

County	FFY 20-21 Average	County	FFY 20-21 Average	County	FFY 20-21 Average	County	FFY 20-21 Average
Adams	2	Florence	1	Marathon	13	Rusk	1
Ashland	1	Fond du Lac	11	Marinette	7	St. Croix	19
Barron	5	Forest	1	Marquette	2	Sauk	14
Bayfield	3	Grant	9	Menominee	0	Sawyer	3
Brown	16	Green	4	Milwaukee	124	Shawano	6
Buffalo	2	Green Lake	2	Monroe	18	Sheboygan	7
Burnett	1	Iowa	6	Oconto	5	Taylor	2
Calumet	4	Iron	1	Oneida	5	Trempealeau	7
Chippewa	8	Jackson	10	Outagamie	17	Vernon	3
Clark	7	Jefferson	17	Ozaukee	7	Vilas	2
Columbia	30	Juneau	16	Pepin	1	Walworth	14
Crawford	6	Kenosha	31	Pierce	3	Washburn	2
Dane	58	Kewaunee	2	Polk	4	Washington	17
Dodge	15	La Crosse	13	Portage	7	Waukesha	35
Door	2	Lafayette	4	Price	1	Waupaca	8
Douglas	3	Langlade	4	Racine	23	Waushara	6
Dunn	10	Lincoln	3	Richland	3	Winnebago	29
Eau Claire	20	Manitowoc	11	Rock	44	Wood	8
						Total:	806

Update for FY 2024

Crash total updated as highlighted above.

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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2023 - 2025. 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 2017 - 2021

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	8059	8585	9755	7151	8117
Level 2: Walk-Around	16848	17636	19774	12948	13416
Level 3: Driver-Only	9188	10487	10185	7546	8406
Level 4: Special Inspections	378	296	446	162	218
Level 5: Vehicle-Only	127	86	124	87	107
Level 6: Radioactive Materials	0	0	0	0	0
Total	**34600**	**37090**	**40284**	**27894**	**30264**

Narrative Overview for FY 2023 - 2025

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.
The WSP currently uses the Aspen (Version 3.0) Driver/Vehicle Inspection System.

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

The inspection of drivers and CMVs is the core of the WSP's MCSAP safety activities. The performance of these duties has an immediate effect on highway safety by removing dangerous drivers and/or vehicles from the road until corrective action is taken. It also provides an avenue to collect critical and comprehensive data used to evaluate carriers and to direct safety initiatives at both the state and national levels. Although difficult to measure, additional benefits include the deterrence of unsafe practices by the mere existence of a comprehensive CMV enforcement program, a presence of law enforcement on the roadways, and educational outreach activities.

During all inspections, personnel are instructed to conduct an operator's license check, verify that a carrier is not under a federal out-of-service order, confirm operating authority, and to enforce registration requirements. Inspectors use all available data sources, including Query Central, Commercial Driver's License Information System (CDLIS), Motor Carrier Management Information System (MCMIS), as well as state databases. Inspectors are also trained to detect impaired drivers and have immediate access to alcohol and drug detection equipment such as Preliminary Breath Testing (PBT)

devices and drug testing kits in their vehicles. Inspectors receive mandatory training to maintain their general law enforcement certification in this equipment.

Other items addressed during every roadside inspection include:

- Unsafe driving behavior

- Highway criminal interdiction

- Human trafficking intervention and education

- Drug and alcohol interdiction

- Seatbelt use

Examinations of vehicle equipment play a critical role in the agency's Motor Carrier Enforcement program and are conducted both roadside and at fixed Safety and Weight Enforcement Facilities. All officers receive annual in-service training that includes updates to the North American Standard Out-of-Service Criteria. Personnel assigned to mobile enforcement make every effort to split inspections between Walk-Around Driver/Vehicle (Level 2) and Driver/Credential (Level 3) inspections. When practical, vehicles found in need of a more thorough examination are directed to a permanent facility or other safe inspection area for a North American Standard (Level 1) inspection.

The WSP currently works with 19 non-funded (10 county and 9 municipal) agencies that participate in MCSAP related inspections. These agencies sign a memorandum of understanding with the WSP and participate in both training and enforcement details. The WSP's county and municipal partners use the Aspen Driver/Vehicle Inspection System and follow all applicable Commercial Vehicle Safety alliance (CVSA) policies.

The ability of the Wisconsin State Patrol to become more efficient and effective in conducting inspections of commercial motor vehicles has a considerable impact on the movement of freight in and through the state of Wisconsin. Information from the United States Department of Transportation's Freight Analysis Framework indicates the following:

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

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

- The majority of freight moved to and from is by trucks.

The WSP is adapting to an increase in freight volume by maximizing the efficiency and effectiveness of personnel resources and modernizing enforcement facilities with screening technologies. New advancements allow safety defects to be detected while vehicles are in motion, thereby allowing inspectors to better concentrate their efforts. In addition, upgrades to equipment such as radars, lasers, and tint meters will enable personnel to take appropriate traffic enforcement action when appropriate. Advances in crash scene mapping and documenting technologies will reduce scene closure times, thereby preventing secondary incidents and reducing congestion.

The overall effectiveness of the program is monitored by WSP Program Managers. This will include verifying performance in state performance categories, out-of-service catch rates, Requests for Data Review, and ensuring that all staff receive regular training in in Title VI compliance requirements as they pertain to inspection selection and unbiased policing. Program Managers will also assess any significant motor carrier incidents for preventability, trends, or resource allocation needs. Any deficiencies will be addressed though program changes, training assignments, or policy changes.

Update for FY 2024

Numbers concerning non-funded local partners were updated as outlined above.

Projected Goals for FY 2023 - 2025

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2023 - 2025. For FY 2024, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

Lead Agency is: WISCONSIN STATE PATROL

Enter the total number of certified personnel in the Lead agency: 106

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6824	657	20	7501	25.00%
Level 2: Walk-Around	11409	1171	20	12600	42.00%
Level 3: Driver-Only	9754	125	20	9899	33.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	**27987**	**1953**	**60**	**30000**	

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 2024 - 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 Subrecipients	**0**	**0**	**0**	**0**	

Non-Funded Agencies

Total number of agencies:	19
Enter the total number of non-funded certified officers:	39
Enter the total number of inspections projected for FY 2024:	1000

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
MCSAP Lead Agency: WISCONSIN STATE PATROL **# certified personnel: 106**					
Subrecipient Agencies: **# certified personnel: 0**					
Number of Non-Funded Agencies: 19 **# certified personnel: 39** **# projected inspections: 1000**					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6824	657	20	7501	25.00%
Level 2: Walk-Around	11409	1171	20	12600	42.00%
Level 3: Driver-Only	9754	125	20	9899	33.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	**27987**	**1953**	**60**	**30000**	

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

Note: 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 2024 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	28400	0	1600	30000
Enter total number of certified personnel	117	0	35	152
Projected Goals for FY 2025 Roadside Inspections				
Enter total number of projected inspections	28400	0	1600	30000
Enter total number of certified personnel	117	0	35	152

Part 2 Section 4 - Investigations

Please review your State's investigation goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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 2017 - 2021

Investigative Types - Interstate	2017	2018	2019	2020	2021
Compliance Investigations	112	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	46	1	1	0	1
CSA Off-Site		0	0	24	8
CSA On-Site Focused/Focused CR		10	34	25	18
CSA On-Site Comprehensive		68	55	23	19
Total Investigations	**158**	**79**	**90**	**72**	**46**
Total Security Contact Reviews	0	0	0	1	1
Total Terminal Investigations	0	0	2	37	18

Investigative Types - Intrastate	2017	2018	2019	2020	2021
Compliance Investigations		0	0	0	0
Cargo Tank Facility Reviews		0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)		4	2	0	0
CSA Off-Site		0	0	10	2
CSA On-Site Focused/Focused CR		2	5	5	7
CSA On-Site Comprehensive		3	5	10	13
Total Investigations	**0**	**9**	**12**	**25**	**22**
Total Security Contact Reviews				0	0
Total Terminal Investigations				19	10

Narrative Overview for FY 2023 - 2025

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 2023 - 2025

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2023 - 2025.

Projected Goals for FY 2023 - 2025 - Investigations						
	FY 2023		**FY 2024**		**FY 2025**	
Investigation Type	**Interstate**	**Intrastate**	**Interstate**	**Intrastate**	**Interstate**	**Intrastate**
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	5	1	5	1	5	1
CSA On-Site Focused/Focused CR	5	1	5	1	5	1
CSA On-Site Comprehensive	45	3	45	3	45	3
Total Investigations	**55**	**5**	**55**	**5**	**55**	**5**
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

Add additional information as necessary to describe the carrier investigation estimates.
New Entrant Safety Audits, Compliance Investigations, and Requests for Data Review are handled by the WSP's specialized Motor Carrier Investigation Unit (MCIU). In addition, the unit also offers an educational service through the Motor Carrier Information System hotline where carriers, drivers, and members of the general public can call in with questions related to motor carrier issues. Interested parties will leave a message, and the call is returned by a member of the MCIU within two hours during times of normal business operation. Prior to the FFY 2022 Bipartisan Infrastructure Allocations to Wisconsin's MCSAP program, the MCIU was allotted 14 total positions, which included 12 non-sworn Investigators, one sworn Inspector, and one sworn supervisory Sergeant. Around the time of the pandemic, four Investigators retired and one left for a job in the private sector. These positions were filled, and the new Investigators attended the Investigative Safety Analysis course in June of 2022. They have since completed their field training with both MCIU and FMCSA Safety Investigators. With the large increase in New Entrant Safety Audits being assigned over recent fiscal years, the WSP has used BIL funding to add five additional non-sworn Investigators and one sworn Sergeant to the MCIU. These new Investigators have been allocated to the completion of Compliance Investigations, New Entrant Safety Audits, and any other ancillary duties associated with Motor Carrier Enforcement as determined by Program Managers. These personnel were hired and have completed training in either Investigative Safety Analysis or New Entrant Safety Audits. Field training was recently conducted with other state and/or federal investigators. Update for FY 2024: Language changed to describe current status of MCIU staffing and training.

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

As was stated above, the WSP's MCIU oversees New Entrant Safety Audits, Compliance Investigations, Requests for Data Review, and the state's Motor Carrier Information System. With additions funded through the BIL, the total staff assigned to the unit is two sworn Sergeants, one sworn Inspector, and 17 non-sworn Investigators. Nine of these Investigators have just recently completed the field training process.

State investigators will continue to work with their federal counterparts in conducting risk-based interventions of carriers with demonstrated safety deficiencies, including conducting reviews of companies using motorcoaches and those requiring a Security Contact Review. Estimates listed in this section are made with consideration being given to the amount of time required to properly train and certify new investigators to the point where they can operate independently with limited supervision. Several of these new investigators will be tasked with conducting compliance investigations in order to meet

the state's stated goals in this target area. The WSP will strive to exceed 2021 interstate investigations by 20% as recommended in the August 10, 2022 supplemental memo.

In addition to investigations of Interstate carriers, the MCIU also completes risk-based reviews of intrastate companies. These interventions follow the same operational policies and best practices as those for carriers crossing state lines, and violations for applicable federal regulations are referred to FMCSA for potential enforcement action. In an effort to prevent negative safety events from occurring, the state offers a free compliance seminar for intrastate carriers covering driver qualifications, vehicle and driver files, hours of service, and controlled substances/alcohol testing requirements. These are held on a biannual basis at different locations in the state in partnership with area technical college truck driving programs.

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

The state measures the success of its safety intervention program based on the number of Wisconsin-based carriers that are in good standing or are under the alert thresholds in the Safety Measurement System (SMS) Behavior Analysis and Safety Improvement Categories (BASICs). When an intervention is required, the WSP will assess the carrier's willingness to take corrective action for safety violations discovered during the investigation. The agency also measures success by its ability to complete special assignments conducted in partnership with the FMCSA Wisconsin Division for reviews of carriers operating motorcoaches, those in need of a Security Contact Review, complaints received from the National Consumer Complaint Database, or following a major crash incident.

Assessment of investigation quality will be conducted by MCIU Sergeants who report directly to Program Managers. These Sergeants will ensure that new personnel receive proper classroom and field training, and that Investigators are able to conduct a proper intervention per established policy and within the scope of their authority. Any deficiencies will be addressed through additional training, employee counseling, or further mentoring.

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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Traffic enforcement means documented enforcement activities by 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 2017 - 2021

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		
10/01/2020	09/30/2021	7704	8320
10/01/2019	09/30/2020	6761	7266
10/01/2018	09/30/2019	8918	9526
10/01/2017	09/30/2018	7654	8219
10/01/2016	09/30/2017	7076	7626

☐ *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		
10/01/2020	09/30/2021	4034	4961
10/01/2019	09/30/2020	3466	4293
10/01/2018	09/30/2019	6521	5281
10/01/2017	09/30/2018	3400	4120
10/01/2016	09/30/2017	5328	6522

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

Enter the source and capture date of the data listed in the tables above.
Data listed above was obtained from Analysis and Information Online (August 26, 2022 snapshot), SafetyNet, and internal TRaCs databases. 1. The data for CMV Traffic Enforcement with an Inspection concerns Inspectors only. WSP Troopers do not conduct inspections. 2. Data for the number of CMV Traffic Enforcement Stops without an Inspection includes both Troopers and Inspectors.

Narrative Overview for FY 2023 - 2025

Instructions:

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

Wisconsin will continue to emphasize traffic enforcement as part of its overall inspection program. State crash data shows that driver behavior and decision making is a significant factor in serious injury and fatal crashes involving CMVs. Actions such as failing to yield the right of way, driving too fast for conditions, following too closely, and deviating from the lane of travel have been found to be the primary causes of major CMV crashes in calendar 2021. It is for this reason that the WSP stresses MCSAP funded traffic enforcement of CMVs involving an inspection, non-MCSAP funded traffic enforcement of CMVs that does not include an inspection, as well as non-MCSAP funded enforcement of other vehicles committing traffic violations in the vicinity of large trucks and buses.

To promote highway safety and crash prevention, regional Inspector Sergeants will routinely assign staff to mobile operations where personnel will take appropriate enforcement action when a moving violation is observed. In addition, each Sergeant will coordinate a minimum of two targeted high visibility traffic enforcement details per year. These will occur in both urban and rural locations as determined by the Sergeant. A detail will consist of at least one supervisor and four inspectors and will result in a minimum of four inspections per assigned officer. The primary focus of these details will be traffic enforcement violations by CMV operators. However, assigned personnel will also address any hazardous moving violations observed by other road users that affect the safe operation of a CMV.

The WSP will also conduct three enforcement details using state-owned aircraft. These will occur in designated marked zones located in the state's Southeast, Northeast, and Southwest regions. The primary focus of these details will be unsafe driving behavior around CMVs.

For all patrol operations, non-CMV enforcement will not be charged to the MCSAP grant.

Projected Goals for FY 2023 - 2025

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2023 - 2025. 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 2023**	**FY 2024**	**FY 2025**
●	○	CMV with Inspection	8474	8474	8474
●	○	CMV without Inspection	3500	3600	3700
○	●	Non-CMV	0	0	0
●	○	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	198	198	198

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.

Statewide traffic enforcement efforts will include the targeting of historic high crash locations, monitoring construction and temporary work zones; tracking industry initiatives, and partnering with local law enforcement agencies. Geographical enforcement areas will include both urban and rural roads throughout the state. Traffic enforcement details will continue to incorporate the occasional (three times per year) use of aircraft to address aggressive driving affecting CMV movement. Sergeants will submit summary reports at the completion of each detail that document the number of vehicles stopped and violations observed. Information on traffic enforcement will also be included in quarterly reports.

In FFY 2021, the agency conducted 7704 driver observed traffic enforcement inspections of CMVs through regular patrol activities and special details. The WSP will attempt to increase these contact types through the use of overtime. Although some fixed-facility inspections are allowed, overtime use is generally considered to be a mobile crash reduction initiative with an emphasis on aggressive driver behavior. Regional sergeants are tasked with ensuring that overtime enforcement activities match these goals. Target values listed above are based on an increase of 10% over FFY2021 contacts as recommended in the August 10, 2022 supplemental memo.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

This section covers two of FMCSA's safety technology programs:

- *Innovative Technology Deployment (ITD)*
- *Performance and Registration Information Systems Management (PRISM)*

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. ***All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.***

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Bipartisan Infrastructure Law (BIL), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- *Is widely available not requiring any product development*
- *Can be fully deployed and operational within the period of performance*
- *Has a direct impact on CMV safety based on verified performance data*
- *Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required*

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

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, specific details must be included both in this section and in your Part 4 Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	Yes
PRISM	Enhanced Participation	No

Avaliable data sources:

- The Innovative Technology Deployment (ITD) website is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The PRISM Data and Safety Hub (DASH) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

Enter the agency name responsible for ITD in the State: Wisconsin Department of Transportation-Division of Motor Vehicles

Enter the agency name responsible for PRISM in the State: Department of Transportation-Division of Motor Vehicles

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your ITD and PRISM program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).
All performance targets have been met. Quarterly reports will continue to include information on PRISM compliance levels.

ITD O&M costs include the below items. See also Part 4 Section 7 (Financial Information – Contractual and Subaward)

- Pre-Pass Safety Alliance Membership
- Intelligent Imaging Systems (IIS) Screening and Thermal Imaging/ATIS Warranty at Kenosha Safety and Weight Facility (SWEF)
- IIS Screening and Thermal Imaging/ATIS Warranty at Beloit Safety and Weight Facility (SWEF)
- IIS Smart Roadside Enterprise Server for Hudson SWEF, Hwy 12 VWIM, Sparta SWEF, Beloit SWEF, and Kenosha SWEF
- IIS transitional program upgrade for Sparta SWEF
- Auxilium Smartview 360 software maintenance and statewide data storage
- Auxilium Smartview 360 software maintenance at Sparta SWEF

New for 2024:

Information on ITD O&M costs added.

Program Activities for FY 2023 - 2025: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.
All performance targets have been met. Quarterly reports will continue to include information on PRISM compliance levels.

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

Wisconsin has a public education and outreach program designed to provide information on a variety of safety issues related to CMVs and non-CMVs that operate around large trucks and buses.   Quarterly reports will continue to include information on PRISM compliance levels.

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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
>
> ○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMVs that operate around large trucks and buses. 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 2017 - 2021

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

Public Education and Outreach Activities	2017	2018	2019	2020	2021
Carrier Safety Talks	57	95	86	43	62
CMV Safety Belt Education and Outreach	10	10	10	10	10
State Trucking Association Meetings	10	10	10	10	10
State-Sponsored Outreach Events	1	1	1	1	1
Local Educational Safety Events	5	5	5	5	5
Teen Safety Events	1	1	1	1	1

Narrative Overview for FY 2023 - 2025

Performance Objective: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safely initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

The WSP prides itself on being available to various stakeholders in transportation safety by conducting special educational details at various venues. These include driver safety meetings, conferences, conventions, and large-scale presentations. The agency also recognizes the importance of partnering with organizations such as the Wisconsin School Bus Association, the Wisconsin Motor Carrier's Association (WMCA), and the Great Lakes Timber Professionals Association (GLTPA) to provide information to their respective memberships. Events including the WMCA Safe Driver Awards Banquet, Truck Rodeo, Special Olympics Convoy, and the GLTPA Annual Expo provide excellent forums for safety messages to be conveyed.

The WSP's Motor Carrier Investigation Unit (MCIU) offers a Motor Carrier Information System (MCIS) hotline for carriers, drivers, and the general public to get answers to questions concerning federal and state motor carrier regulations and statutes. Callers leave a message with a specific question and receive a call back from a WSP Investigator who will have researched their issue to find an answer. The MCIS averages approximately 2400 calls per year that are personally addressed.

The MCIU also authors and updates two informational handout brochures specifically designed to answer common carrier and driver questions:

- Where to Go For Help – Motor Carrier Information System (MCIS)

- Do I Need a USDOT Number?

All roadside Inspectors have access to these brochures for distribution, and they are provided to carriers during New Entrant Safety Audits and Compliance Investigations. The brochures are also available on the WSP's website for public online access.

In 2019, the WSP began an initiative wherein the agency provides a free full day compliance seminar for new intrastate carriers. The topics covered include driver qualifications, vehicle and driver files, hours of service, and controlled substances / alcohol testing requirements. These will continue to be held on a biannual basis at different locations in the state in partnership with area technical college truck driving programs. Many carrier types have participated in these events, and those transporting passengers and hazardous materials are especially encouraged to attend.

The agency has a stated goal to aid in the combatting of human trafficking. Part of this is accomplished by educating drivers, carriers, and company safety personnel by providing educational materials during roadside inspections, New Entrant Safety Audits, Compliance Investigations, and educational venues. This provision also includes providing materials to truck stops, service stations, and transportation centers designed to both enlist commercial vehicle operators in the fight against human trafficking, and to aid victims seeking help. Recommendations are also added to every investigation and audit document asking drivers to help save lives by reporting what they see.

Update for FY 2024

A change was made in the brochures described above. One title was removed due to information consolidation. There will be two available brochures as listed.

Projected Goals for FY 2023 - 2025

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.

Yes	No	Activity Type	Performance Goals		
			FY 2023	FY 2024	FY 2025
◉	○	Carrier Safety Talks	85	85	85
◉	○	CMV Safety Belt Education and Outreach	10	10	10
◉	○	State Trucking Association Meetings	10	10	10
◉	○	State-Sponsored Outreach Events	2	2	2
◉	○	Local Educational Safety Events	5	5	5
◉	○	Teen Safety Events	1	1	1

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

The WSP will conduct a yearly minimum of 85 educational outreach activities concerning motor carrier safety. Educational materials and handouts will be provided in at least ten of these forums. Each regional Inspector Sergeant will be tasked with ensuring that these minimum goals are met and providing feedback to Program Managers. Summaries of the educational details will be reported quarterly.

Program Managers will also work with members of the agency's social media team for further public outreach. This will include messaging on safety initiatives though such platforms as Facebook, Twitter, and YouTube. WiDOT targeted outreach includes 642 news media outlets, laws of the month, and roadside message signs. Information concerning operating around large trucks and buses, construction zone safety, and human trafficking awareness will be shared throughout the year.

Update for FY 2024

Description of outreach added as highlighted above.

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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

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	No

Available data sources:

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

Enter the agency name responsible for Data Quality: Wisconsin State Patrol
Enter the agency or agencies name responsible for DataQs: Wisconsin State Patrol
Enter the agency name responsible for the Crash Data Repository: Wisconsin State Patrol

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 2023 - 2025.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2023	Goal for FY 2024	Goal for FY 2025
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.
Update for FY 2024 All data for this section was obtained in July 2023 from FMCSA's Analysis and Information Online website.

Narrative Overview for FY 2023 - 2025

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.).
Wisconsin has been rated as Good/Green in all categories.

Program Activities FY 2023 - 2025: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ. Also, describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

Wisconsin's State Safety Data Quality (SSDQ) oversight is managed by the WSP's Motor Carrier Investigation Unit (MCIU). In addition, the Unit is supported by the agency's MCSAP Information Technology Specialist. Inspections and crash records are checked for accuracy prior to upload to federal databases, including verification of carriers, USDOT numbers, and vehicle identification numbers. A program manager has been designated to monitor the SSDQ measures to ensure that quality goals are met and maintained. If necessary, corrective action will be taken in a timely manner to ensure that all records based on state reporting and enforcement activities are accurate.

Requests for Data Review (RDRs) are also handled by MCIU. These personnel receive requests from carriers, drivers, or members of the general public on a daily basis. They then research the request by reviewing supporting documents and/or speaking with involved parties. When a resolution is achieved, a detailed response is provided with an explanation as to why the request is either approved or denied. The WSP strives to resolve RDRs within ten days. In the event that a resolution is appealed, the request is referred to the MCIU manager, who is a sworn supervisor. This individual may then consult with a Program Manager before providing feedback to the original requestor. The agency recognizes the importance of a personal response to every RDR, and uses the program to ensure that data based on Wisconsin reports follows proper policies, procedures, and quality standards.

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.
Wisconsin has been rated as Good/Green in all categories.

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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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

Trend Analysis for 2017 - 2021

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

New Entrant Safety Audits	2017	2018	2019	2020	2021
Interstate	515	529	632	592	691
Intrastate	0	0	0	0	0
Total Audits	**515**	**529**	**632**	**592**	**691**

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 2023 - 2025

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: **New Entrant website (NEWS)**	
Date information retrieved from NEWS Dashboard to complete eCVSP	07/13/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	805
Current Number of Past Dues	4

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 2023 - 2025

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

Projected Goals for FY 2023 - 2025 - New Entrant Safety Audits						
	FY 2023		**FY 2024**		**FY 2025**	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	79	0	79	0	79	0
# of Safety Audits (Offsite)	715	0	715	0	715	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	**794**	**0**	**794**	**0**	**794**	**0**
# of Non-Audit Resolutions	650	0	650	0	650	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

New Entrant Safety Audits, Compliance Reviews, and Requests for Data Review are handled by the WSP's specialized Motor Carrier Investigation Unit (MCIU). In addition, the unit also offers an educational service through the Motor Carrier Information System phone hotline where carriers, drivers, and members of the general public can call in with questions related to motor carrier issues. Interested parties will leave a message, and the call is returned by a member of the MCIU within two hours during times of normal business operation.

Prior to the FFY 2022 Bipartisian Infrastructure Allocations to Wisconsin's MCSAP program, the MCIU was allotted 14 total positions, which included 12 non-sworn Investigators, one sworn Inspector, and one sworn supervisory Sergeant. Around the time of the pandemic, four Investigators retired and one left for a job in the private sector. These positions were filled, and the new Investigators attended the Investigative Safety Analysis course in June of 2022. They have since completed their field training with both MCIU and FMCSA Safety Investigators.

With the large increase in New Entrant Safety Audits being assigned over recent fiscal years, the WSP has used BIL funding to add five additional non-sworn Investigators and one sworn Sergeant to the MCIU. These new Investigators have been allocated to the completion of Compliance Investigations, New Entrant Safety Audits, and any other ancillary duties associated with Motor Carrier Enforcement as determined by Program Managers. These personnel were hired and have completed training in either Investigative Safety Analysis or New Entrant Safety Audits. Field training was recently conducted with other state and/or federal investigators.

New Entrants are received by the MCIU Lead Investigator, who makes assignments to personnel on a monthly basis. Off-site Audits are then completed by MCIU Investigators for eligible carriers, and on-site visits are conducted when required by policy. WSP personnel strive to make every Audit an educational opportunity and to provide new carriers with safety information to help them become compliant with any regulations in which they are deficient. The MCIU Lead Investigator is also the agency's main point of contact for the New Entrant Program.

FFY2024 updates

Information on staffing added with BIL funding added.

New Entrant Audit data updated for 7/13/23 in chart above

Activity Plan for FY 2023 - 2025: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

The WSP recognizes that education is critical in helping new carriers to understand the federal regulations designed and intended to reduce crashes on our nation's roadways. The agency is therefore committed to effectively processing and completing New Entrant Safety Audits within required timeframes. While the total number of completed Audits and Non-Audit Resolutions is dependent on the number of Wisconsin carriers starting operations during each respective fiscal year, estimates above are based on a projected 15% increase to the number of Audits conducted in FFY2021. The agency will balance onsite and offsite audits based on procedures identified in the New Entrant Safety Audit Process Document as well as guidance from the Midwest Service Center. The listed offsite/onsite balance is based on 2021 percentages. However, it is recognized that this may change based on the safety performance history of carriers in the New Entrant Program. During every Audit, carriers are provided educational materials, including information about how they can help in the fight against human trafficking.

In addition to providing education to interstate carriers, the WSP began an initiative in 2019 wherein the agency provides a free full day compliance seminar for new intrastate carriers. The topics covered include driver qualifications, vehicle and driver files, hours of service, and controlled substances / alcohol testing requirements. These will continue to be held on a biannual basis at different locations in the state in partnership with area technical college truck driving programs.

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.

WSP MCIU Investigators who conduct New Entrant Safety Audits are supervised by sworn Sergeants who monitor the Unit's daily operations. In addition to checking assignments and due dates, the Sergeants also review employee work products for accuracy and completeness. The MCIU works closely with the FMCSA Wisconsin Division's State Programs Manager for update training, policy changes, and guidance. Information on New Entrant Safety are reported quarterly and at the end of the fiscal year. These reports include the number of Audits completed, the number of Non-Audit Resolutions, and the number of overdue Audits, if any.

Part 3 - National Emphasis Areas and State Specific Objectives

Part 3 Section 1 - Overview

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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2023 - 2025).

Part 3 Section 2 - 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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Instructions:

*FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.*

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

> ***Your State's FY 2022 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 100.00%***
>
> *Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/28/2023*

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 3 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

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

Part 3 Section 4 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2022 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 2022 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2022 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2022 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.
The WSP focused attention on corridors in all counties that had active construction projects in an attempt to reduce the number of fatal and/or injury crashes involving CMVs in these areas.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
The goal was to reduce fatal and/or injury large truck and bus crashes in construction zones by 1.0%. A baseline average of 100 annual fatal or injury crashes occurring in work zones between FFY 2014 and 2018 involving CMVs was used for this assessment.

Actual: Insert year to date progress (#, %, etc., as appropriate).
The goal of achieving a 1.0% annual FFY reduction in CMV construction zone fatal and injury crashes was achieved as follows: 1. FFY 2020: 72 (28% Reduction from Baseline) 2. FFY 2021: 53 (47% Reduction from Baseline) As on June 30, 2022, with one quarter remaining in FFY 2022, there have been 18 reported fatal and/or injury crashes in work zones involving a CMV (preliminary data).

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
A minimum of 50 special high visibility enforcement details were conducted annually in work zones, including long term projects and short duration repairs involving temporary traffic control. Specific locations were selected by regional Sergeants and Inspectors who are familiar with local traffic patterns and projects. In addition, public outreach was conducted through social media and downloadable materials.

Part 3 Section 5 - State Specific Objectives – Future

> **Please review your State specific objectives and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
>
> ○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include human trafficking/smuggling initiatives, work zone safety details, 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 2023 - 2025. 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.
Reduction of Fatal and/or Injury Large Truck and Bus Crashes in Work Zones

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
Although Wisconsin has demonstrated success in reducing fatal and/or injury large truck and bus crashes in construction zones, the WSP is committed to maintaining this trend. The agency will therefore continue with efforts to minimize safety events in these areas. Baseline data will be obtained from FFY 2017 through 2021 CMV crash numbers.

Projected Goals for FY 2023 - 2025:
Enter performance goal.
It is the WSP's goal to reduce fatal and/or injury large truck and bus crashes in construction zones by 1.0%. A baseline average of annual crashes occurring in work zones between FFY 2017 and 2021 involving CMVs will be used for this assessment.

Program Activities for FY 2023 - 2025: Describe the activities that will be implemented including level of effort.
The WSP will conduct a minimum of 50 high visibility details designed to reduce the number of CMV crashes in work zones. These efforts will occur at locations, both urban and rural, where CMV traffic is expected. Each detail will consist of a minimum of two inspectors and will cover at least four hours of enforcement per officer. The primary focus of these details will be commercial motor vehicle enforcement. However, assigned personnel will also address any hazardous moving violations observed by other road users that affect the safe operation of a CMV in a construction zone. If enforcement is taken with a non-CMV, associated time will not be charged to the MCSAP grant. Wisconsin recognizes that education plays a significant role in crash reduction. Program Managers will also continue to work with the WSP's social media team to prepare educational messages about work zone safety. Information on traveling through construction zones will also be provided during safety presentations.

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.
Regional Inspector Sergeants will document the results of details for review by Program
Managers. Information on these efforts will then be included in quarterly reports. Program
Managers will continue to monitor state crash statistics in order to assess work zone crash
trends.

State Objective #2

Enter the title of your State-Identified Objective.
Identification of Drivers Prohibited by the Drug and Alcohol Clearinghouse (DACH)

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
FMCSA statistics indicate that a significant number of drivers with DACH violations are not
being identified during CMV enforcement activities nationwide.

Projected Goals for FY 2023 - 2025:
Enter performance goal.
It is the WSP's goal to identify drivers who are prohibited from operating due to a violation
being noted by the Drug and Alcohol Clearing House (DACH) during every inspection.

Program Activities for FY 2023 - 2025: Describe the activities that will be implemented including level of effort.
All inspection personnel will use Query Central and/or CDLIS to ensure that all CMV
drivers are not prohibited from operating due to a notation in the DACH. If a violation is
discovered, appropriate roadside action will be taken per established policies.

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 Managers will monitor FMCSA reports concerning DACH violations and actions
taken by inspection staff. Any deficiencies will be addressed through training. If a violation
is missed, follow-up will be conducted to determine the breakdown in the inspection
process that caused the error.

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 justify 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 2024 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	$9,677,583.00	$509,346.00	$10,186,929.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$1,528,039.00
MOE Baseline:	$11,035.35

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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 prior approval (15% of MCSAP Award Amount):	$1,528,039.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
CAPTAIN	1	50.0000	$116,480.00	$58,240.00	$55,328.00	$2,912.00	$0.00
LIEUTENANT	2	50.0000	$110,240.00	$110,240.00	$104,728.00	$5,512.00	$0.00
INSPECTORS	85	41.0000	$93,600.00	$3,261,960.00	$3,098,862.00	$163,098.00	$0.00
MCIU MGR/SGT	2	60.0000	$104,000.00	$124,800.00	$118,560.00	$6,240.00	$0.00
POLICY ANALYST	1	90.0000	$70,803.20	$63,722.88	$60,536.74	$3,186.14	$0.00
IT SUPPORT	1	60.0000	$73,777.60	$44,266.56	$42,053.23	$2,213.33	$0.00
MCIU CIVILIAN	12	90.0000	$74,083.12	$800,097.69	$760,092.81	$40,004.88	$0.00
LTE	1	70.0000	$47,840.00	$33,488.00	$31,813.60	$1,674.40	$0.00
MCIU PROJECT	5	90.0000	$74,486.96	$335,191.32	$318,431.75	$16,759.57	$0.00
Subtotal: Salary				**$4,832,006.45**	**$4,590,406.13**	**$241,600.32**	**$0.00**
Overtime Project Costs							
INSPECTORS	35	11.0000	$140,400.00	$540,540.00	$513,513.00	$27,027.00	$0.00
Subtotal: Overtime				**$540,540.00**	**$513,513.00**	**$27,027.00**	**$0.00**
TOTAL: Personnel				**$5,372,546.45**	**$5,103,919.13**	**$268,627.32**	**$0.00**
Accounting Method:	**Accrual**						

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

Salary and fringe is required to pay both sworn and non-sworn personnel to accomplish the goals and objectives of the CVSP. Salaries are based on 2,080 hours per year. The percentage of time utilized by each employee for the grant varies depending upon each employee's job duties and assignments on a daily basis. For inspectors working in the field, a total of 42 FTE are shown for budget purposes utilizing an average salary rate of $45.00 for all Inspectors including inspector sergeants within the State Patrol. However, there are actually 85 inspectors who each utilize the MCSAP grant less than full-time. This is to ensure that the grant is leveraged and utilized by all inspectors throughout the state to meet the state's CVSP goals. Projecting the number of hours to be worked utilizing the grant for each of these sworn employees throughout the year is problematic given shifting law enforcement priorities on a daily basis throughout the year. Therefore, hours, salaries and fringes for inspectors are estimated and budgeted based on FTE and previous year actual expenditures, adjusting for projected salaries and applying the current fringe rates.

Overtime estimate: after all items in the entire budget have been estimated and budgeted for, the amount of overtime is then determined (amount remaining after all other items have been budgeted). Although overtime is the last budget item to be estimated, it still represents an extremely important element within the budget as it is used for mobile enforcement and inspection activities in order to meet CVSP goals such as the total number of inspections for the state. The amount or level of overtime can often play an important role in determining whether targets are met or not. In FFY 2023, 42 FTE have been designated for 10% overtime work for inspectors at a rate of $67.50 for a total of $589,680. When overtime fringe is added the total overtime is below the 15% cap of the total current FFY award.

FFY2024 updates
In FFY 2024, 35 FTE have been designated for 11% overtime work for inspectors at a rate of $67.50 for a total of $540,540. When overtime fringe is added the total overtime is $644,485.83 which is below the 15% cap of the total current FFY award.

Part 4 Section 3 - Fringe Benefits

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

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate. 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: Actual Fringe Rate

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
CAPTAIN	48.8900	50.0000	$116,480.00	$28,473.53	$27,049.85	$1,423.68	$0.00
LIEUTENANT	48.8900	50.0000	$220,480.00	$53,896.33	$51,201.51	$2,694.82	$0.00
INSPECTORS	48.8900	41.0000	$7,956,000.00	$1,594,772.24	$1,515,033.63	$79,738.61	$0.00
MCIU MGR/SGT	48.8900	60.0000	$208,000.00	$61,014.72	$57,963.98	$3,050.74	$0.00
POLICY ANALYST	45.3100	90.0000	$70,803.20	$28,872.83	$27,429.19	$1,443.64	$0.00
IT SUPPORT	45.3100	60.0000	$73,777.60	$20,057.17	$19,054.31	$1,002.86	$0.00
MCIU CIVILIAN	45.3100	90.0000	$888,997.41	$362,524.25	$344,398.04	$18,126.21	$0.00
MCIU PROJECT	45.3100	90.0000	$372,434.82	$151,875.19	$144,281.43	$7,593.76	$0.00
OVERTIME INSPECTORS	19.2300	100.0000	$540,540.00	$103,945.84	$98,748.55	$5,197.29	$0.00
TOTAL: Fringe Benefits				**$2,405,432.10**	**$2,285,160.49**	**$120,271.61**	**$0.00**

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

Salary and fringe is required to pay both sworn and non-sworn personnel to accomplish the goals and objectives of the CVSP. Salaries are based on 2,080 hours per year. The percentage of time utilized by each employee for the grant varies depending upon each employee's job duties and assignments on a daily basis. See table below showing hours (including estimated% time spent by each employee) multiplied by employee salary rate to obtain total salary in the far-right column. For inspectors working in the field, a total of 42 FTE is shown for budget purposes utilizing an average salary rate of $45 for all Inspectors including inspector sergeants within the State Patrol. However, there are 85 inspectors who each utilize the MCSAP grant less than full-time.

This is to ensure that the grant is leveraged and utilized by all inspectors throughout the state to meet the state's CVSP goals. Projecting the # of hours to be worked utilizing the grant for each of these sworn employees throughout the year is problematic given shifting law enforcement priorities daily throughout the year. Therefore, hours, salaries and fringes for inspectors are estimated and budgeted based on FTE and previous year actual expenditures, adjusting for projected salaries and applying the current fringe rates.

Overtime estimate: after all items in the entire budget have been estimated and budgeted for, the amount of overtime is then determined (amount remaining after all other items have been budgeted). Although overtime is the last budget item to be estimated, it still represents an extremely important element within the budget as it is used for mobile enforcement and inspection activities to meet CVSP goals such as the total number of inspections for the state. The amount or level of overtime can often play an important role in determining whether targets are met or not.

42 FTE have been designated for overtime work for inspectors at a rate of $67.5 for a total of $589,680. When overtime fringe is added the total overtime is $703,075.45 which is below the 15% cap of the total current FFY award.

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

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

The chart below shows the after-the-fact breakdown of average percentages from FY 2018, appropriation 564 These amounts add up to be the 100% fringe rate

Example: insurance is 45% of the 48.89% for sworn personnel

.Appr 564
        (General and Protective Combined)

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

Part 4 Section 4 - Travel

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

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

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see 2 CFR §200.475.

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
CMV Safety Conference	2	3	100.0000	$4,290.00	$4,075.50	$214.50	$0.00
Passenger Vehicle Inspection	4	3	100.0000	$4,440.00	$4,218.00	$222.00	$0.00
FMCSA IT TRAINING	2	3	100.0000	$4,220.00	$4,009.00	$211.00	$0.00
ROUTINE MCSAP TRAVEL	119	2	100.0000	$180,000.00	$171,000.00	$9,000.00	$0.00
CVSA ANNUAL MEETING	4	5	100.0000	$11,700.00	$11,115.00	$585.00	$0.00
NAIC TRAINING COMPETITION	1	5	100.0000	$2,325.00	$2,208.75	$116.25	$0.00
FMCSA ANNUAL PLANNING	2	3	100.0000	$3,130.00	$2,973.50	$156.50	$0.00
FMCSA CR TRAINING	3	10	100.0000	$9,300.00	$8,835.00	$465.00	$0.00
FMCSA NEW ENTRANT TRAINING	3	10	100.0000	$7,800.00	$7,410.00	$390.00	$0.00
UNSCHEDULED FMCSA REQUESTED TRAVEL	5	2	100.0000	$6,550.00	$6,222.50	$327.50	$0.00
POST CRASH TRAINING	2	6	100.0000	$4,310.00	$4,094.50	$215.50	$0.00
LEVEL VI CERTIFICATION TRAINING	2	3	100.0000	$4,280.00	$4,066.00	$214.00	$0.00
CVSA WORKSHOP	4	5	100.0000	$11,600.00	$11,020.00	$580.00	$0.00
NEW ENTRANT/CR STATE TRAVEL	1	83	100.0000	$12,900.00	$12,255.00	$645.00	$0.00
COHMED TRAINING	1	5	100.0000	$2,200.00	$2,090.00	$110.00	$0.00
Part A/ B training	6	10	100.0000	$9,570.00	$9,091.50	$478.50	$0.00
DIAP 24 TRAINING	4	3	100.0000	$6,340.00	$6,023.00	$317.00	$0.00
INSTRUCTOR CERTIFICATION CVSA	10	5	100.0000	$21,450.00	$20,377.50	$1,072.50	$0.00
TOTAL: Travel				**$306,405.00**	**$291,084.75**	**$15,320.25**	**$0.00**

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

Travel expenses are required for staff to travel on business, attend in-service training (instate) and out of state training to be informed about FMCSA and state-related policies and procedures that achieve the goals of the CVSP. Routine MCSAP-related travel is based on previous years expenses and includes lodging/meal allowance, instate travel for educational events and annual in-service training. Conference travel is also based on previous year expenses and includes expenses for air travel, travel by automobile, taxi cab expenses, meals and lodging. The cost of attending each conference event is derived by estimating the number of attendees and multiplying these persons by the estimated cost based on previous years and any new information on the location of the conference if available. Unscheduled FMCSA requested travel covers travel for unanticipated, but necessary training or seminars directly related to the motor carrier enforcement function at the request of CVSA or FMCSA. New entrant/CR travel is for the MCIU that is responsible for all of the new entrants, compliance reviews, and expanded efforts related to their unit as their expectation level shows an increase in travel throughout the state. The number is based on roughly 6 travel days in 12months per investigator or 83 overall. Receiving certification training (Part A/Part B, CR training) is based on new inspector recruits. CMV Safety Conference is for research & discussion on newest safety standards and technology dealing with CMVs to which all states attend. Commerical vehicle crash investigation is a level one program that covers the unique characteristics of a of commercial motor vehicles and the special dynamics at when involved in a crash. Training of passenger carrier inspections with hands-on operation is offered to inspectors that are certified and count will be based on number of new recruits. DIAP 24 is training for counter-crime activities, tactics and criminal interdiction techniques involving everyday CMV traffic in transit. CVSA Instructor Certification is training required to keep CVSA instructor certification.
Table breakdown:

	cost each	# of staff	# of days	hotel	per diem	flight	baggage	taxi/ mileage	registration
FMCSA IT training	2110	2	3	600	220	600	70	70	550

routine MCSAP travel based on previous years expenses-lodging/meal allowance, interstate travel, annual in-service	$ 163,000.00	122	2							0
CVSA annual meeting	2925	4	5	1150	330	600	70	75	700
NAIC training competition	2325	1	5	1250	330	600	70	75	0
FMCSA Planning	1565	2	3	600	220	600	70	75	0
FMCSA CR training	3100	3	10	1750	605	600	70	75	0
FMCSA NEW ENTRANT training	2600	3	10	1250	605	600	70	75	0
Unscheduled FMCSA requested travel	1310	5	2	400	165	600	70	75	0
Post crash training	2155	2	6	1050	385	600	70	50	0
Level VI certification training	2140	2	3	675	220	600	70	75	500
CVSA workshop	2900	4	5	1125	330	600	70	75	700
New entrant/CR state travel	3905	1	83	100	3780	0	0	25	0
COHMED training	2200	1	5	1125	330	600	70	75	0
Part A/B training	1595	6	10	1000	495	0	0	100	0
CMV Safety Conference	2145	2	3	525	220	600	0	300	500
Passenger vehicle inspection	1110	4	3	300	135	600	0	75	0
DIAP 24 training	1585	4	3	675	165	600	70	75	0
Instructor certification NTC	2145	10	5	1125	275	600	70	75	0

FFY2024 updates
updated travel cost to reflect current pricing
FFY2024 June update: Updated state per diem and some lodging rates

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 equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see 2 CFR § 200.1 Definitions.*

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 how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

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
Body Worn Camera Systems	20	$22,932.00	100	$458,640.00	$435,708.00	$22,932.00	$0.00
CMV Crash Reconstruction Measuring Systems	3	$28,566.00	100	$85,698.00	$81,413.10	$4,284.90	$0.00
PBBT System Wrightstown	1	$121,000.00	100	$121,000.00	$114,950.00	$6,050.00	$0.00
Unmanned Aerial Vehicle Measuring Systems for CMV Crash Scenes	15	$11,333.34	100	$170,000.10	$161,500.10	$8,500.00	$0.00
TOTAL: Equipment				**$835,338.10**	**$793,571.20**	**$41,766.90**	**$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.

On May 25, 2022, President Biden signed an executive order to advance effective, accountable policing and strengthen public safety. In response to this directive, the Wisconsin State Patrol seeks to purchase body-worn cameras. These devices have been demonstrated to enhance accountability and are expected by the general public. The agency has selected an Axon camera system, which includes the Axon Fleet 3 in-car camera, Axon AB3 body camera, and software licensing for 60 months of unlimited data uploads. Software consists of auto-tagging (CAD integration), advanced AI-driven redaction of audio, video, and documents, performance bundle for analysis, and the ability to accept videos and documents from civilian sources. These systems will also help with recording scenes and vehicles during post-crash inspections, and they will greatly assist with Requests for Data Review (RDRs) by documenting driver statements and vehicle defects. The described items are purchased as a package system and are not sold separately.

The state is requesting to purchase 20 cameras due to the proration requirement. Wisconsin currently has 85 sworn inspectors who charge 41 percent of their time to the MCSAP grant. Therefore, estimates listed in this section represent a purchase of cameras needed to equip 41 percent or less of the WSP's sworn inspection staff. This is broken down as follows:

- Current Sworn Inspector Staffing: 85

- Time Spent on MCSAP Grant: 41%

- Equivalent Full Time Inspection Staff: 35 (camera purchase limit due to proration)

- Body/Vehicle Camera Systems to be Purchased: 20 (purchase request based on agency budget)

- Cost per System: $22,932

- Total Expenditure (Cost Multiplied by Number Purchased): $458,640

We seek to purchase measurement systems using scanning, laser, or Global Navigation Satellite System (GNSS) technology that will allow us to properly document crash scenes and vehicle damage. These devices are critical to the accurate and efficient investigation and reconstruction of fatal and serious injury vehicle crashes involving CMVs. We also seek to purchase Unmanned Aerial Vehicle (UAV) measurement systems with photogrammetry and GNSS technology. These systems will enable us to accurately measure and map crash scenes and vehicles. Both play a crucial role in efficiently investigating and reconstructing fatal and serious injury vehicle crashes. Incidents involving large trucks and busses increase the complexity of an investigation given their size, weight, and the regulations intended to ensure their safe operation. A high quality and accurate CMV crash investigation provides data that will help identify crash causation, potential safety programs, engineering / regulatory design, and enforcement strategies. This requested equipment will allow Wisconsin to gather necessary information in a manner that allows the scene to be cleared quickly. Crash scenes become temporary work zones that reduce traffic capacity and cause congestion, which can lead to secondary crashes, transportation delays, and increased engine idle time while vehicles are waiting in a traffic que. CMV-related crashes account for approximately 13% of WSP reconstruction responses. Therefore, the WSP plans to strategically place 20 WSP instruments throughout the state for quick scene clearance with all reconstruction responses. With the 3 instruments from the MCSAP grant, the WSP will have a total of 23 instruments needed to properly document crash scenes and vehicle damage while ensuring quick clearance. Highway crash incidents often reduce travel lanes to minimal space that is not easily navigable by CMVs. Therefore, the WSP will contribute 87% of the resources for this cause by providing 20 instruments, and the three requested instruments will cover the other 13%. Work zone safety has been identified by FMCSA as a national priority. Being able to collect crash scene data while reducing roadway and lane closure times will improve our understanding as to why crashes occur and help meet our goals in work zone safety. The cost estimate for the UAV systems includes the 3 all-weather aircraft, 12 regular aircraft, radio controllers, real-time kinematic positioning (RTK) modules, spare batteries, spare propellers, protective carrying cases and a two-year service plan to protect against both normal wear and accidental damage. The estimate also includes software licenses to process the information into a usable format for crash reconstruction purposes.

Brand new Super SWEF is being built in Wrightstown, Wisconsin. Previous purchases of PBBTs include SWEFs located in Kenosha, Sparta, Superior and Hudson. We have had great a outcome using the PBBT systems. SWEFs have been able to locate brake system failures on CMVs that otherwise would have been left undetected without the PBBTs in place.

Our estimated costs have been calculated by the vendors that supply the equipment through current state contracts. The costs have been given in a quote at the current price, and can change when contracts are updated.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in 2 CFR §200.1 Definitions. 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.

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Truckers against Trafficking material	1 setup	$1,500.00	100.0000	$1,500.00	$1,425.00	$75.00	$0.00
TINT METERS	16 EA	$200.00	100.0000	$3,200.00	$3,040.00	$160.00	$0.00
OFFICE & GENERAL SUPPLIES	1 YEAR	$147,653.34	100.0000	$147,653.34	$140,270.67	$7,382.67	$0.00
UNIFORMS RELATED	100 SET	$1,600.00	100.0000	$160,000.00	$152,000.00	$8,000.00	$0.00
CVSA INSPECTION BROCHURES	1500 EA	$2.00	100.0000	$3,000.00	$2,850.00	$150.00	$0.00
MCIU BROCHURE	5000 EA	$0.26	100.0000	$1,300.00	$1,235.00	$65.00	$0.00
DOT# BROCHURE	5000 EA	$0.26	100.0000	$1,300.00	$1,235.00	$65.00	$0.00
FAST ID DATABASE	13 EA	$175.00	100.0000	$2,275.00	$2,161.25	$113.75	$0.00
TOTAL: Supplies				$320,228.34	$304,216.92	$16,011.42	$0.00

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

To efficiently conduct office work and mobile enforcement in support of the CVSP goals and objectives, all-purpose office supplies are required including such items as pens, paper, printer cartridges, thumb drives, computer peripherals, safety supplies, small inspection tools used primarily for office work are needed.The needs are covered for the inspector staff at 7 individual posts and MCIU investigators and motor carrier employees located throughout the state. Projected costs are consequential to the average annual expenses associated with motor carrier enforcement from previous years. Office and general supply needs can vary significantly based upon projects and fluctuating law enforcement priorities. Uniform repair, alterations, safety glasses and other supplies related to inspector uniforms will be required to conduct inspections and represent the State during motor carrier education enforcement activities. The amount can vary considerably depending upon age of uniforms and replacement needs per inspector and is estimated on previous year expenses for replacement uniforms, repairs and new uniforms for recruits. Two types of inhouse brochures are provided at the safety weight enforcement facilities, at traffic stops and at outreach and educational workshop which help to promoting the motor carrier enforcement safety. A CVSA created inspection brochure helps DSP give written knowledge after the inspection to the carrier. We have found that having the brochures available to the public after initial contact with DSP helps the information get to those affected and spread knowledge after. Additional brochures and items from Truckers Against Trafficking (TAT) are to be purchases to follow FMCSA's initiative against human trafficking. Tint meters will be distributed throughout the regional inspectors to help enforcement and safety. Fast ID database-technology was purchased with 2020 funds. Additional maintenance database is required to continue with usage at $2275.

FFY2024 updates
Prices adjusted to current costs.
Removed Data Qs brochures
FFY2024 June updates, adjust to current costs for office general and uniforms.

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 §200.1 Definitions). All contracts issued under a Federal award must comply with the procurement standards described in 2 CFR §200.317, 2 CFR §200.318, and Appendix II to Part 200.

Note: Contracts are separate and distinct from subawards; see 2 CFR §200.331 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 §200.1 Definitions and 2 CFR §200.331).

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 §200.1 Definitions).

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 non-proprietary identifier that replaced 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
PrePass Safety Alliance	V3MMLFRHJEH3	Contract	100.0000	$7,500.00	$7,125.00	$375.00	$0.00
Description of Services: Prepass state membership assessment							
Intelligent Imaging Systems	N1F4L78TL753	Contract	100.0000	$24,468.00	$23,244.60	$1,223.40	$0.00
Description of Services: ISS Electronic Screening and Thermal Imaging Unit/ATIS warranty at Kenosha SWEF							
Intelligent Imaging Systems	N1F4L78TL753	Contract	100.0000	$24,999.00	$23,749.05	$1,249.95	$0.00
Description of Services: ISS Electronic Screening and Thermal Imaging Unit/ATIS warranty at Beloit SWEF							
Intelligent Imaging Systems	N1F4L78TL753	Contract	100.0000	$8,900.00	$8,455.00	$445.00	$0.00
Description of Services: Smart Roadside Enterprise server (SaaS) Hudson, Hwy 12, Sparta, Beloit Kenosha							
Link Engineering Company	JZKNVFCQL2U7	Contract	100.0000	$95,000.00	$90,250.00	$4,750.00	$0.00
Description of Services: PBBT service and calibration agreement							
Intelligent Imaging Systems	N1F4L78TL753	Contract	100.0000	$24,900.00	$23,655.00	$1,245.00	$0.00
Description of Services: Transitional programs upgrade for Sparta system							
Auxilium	pending	Contract	100.0000	$15,000.00	$14,250.00	$750.00	$0.00
Description of Services: Smartview software maintenance statewide data storage							
Auxilium	pending	Contract	100.0000	$16,474.00	$15,650.30	$823.70	$0.00
Description of Services: SMARTVIEW 360SV software annual maintenance #2 Sparta							
TOTAL: Contractual and Subaward				$217,241.00	$206,378.95	$10,862.05	$0.00

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

PrePass Safety Alliance memebership assessment is an annual fee that covers PrePass Safety services that are vital to our roadside enforcement efforts. The membership allows the State Patrol to have two member seats on the Board of Directors. One member is a State Patrol representative and the other member is from the private sector which is appointed by the State Patrol. Wisconsin appoints a member of the WI Motor Carriers Association. This member will also be in attendance. Being part of the this, we network with not only the private trucking industry from WI, but from others throughout the country, and CMV Enforcement officials FMCSA.

E-Screening annual software and registration fees-This is a CMV only activity and considered 100% MCSAP cost- The 360SmartView e-screening solution uses license plate cameras and OCR technology to identify and screen commercial carriers, trucks, trailers, and drivers for safety and regulatory compliance factors of interest to enforcement officers, helping them make more informed decision while focusing on at-risk vehicles and drivers during the inspection process. The system's approach to selecting vehicles for inspection ensures that policies and procedures related to safety and compliance of commercial traffic are uniformly and consistently applied. 360SmartView interfaces with weigh station systems, such as WIMs and static scales, and includes this information in the screening decision. Inspectors can use 360SmartView data to identify vehicles for further screening, while enforcement agencies can use the system to help schedule, inform and optimize their operation. 360SmartView's approach to safety and security vetting quickly identifies higher risk carriers, trucks, trailers, and drivers, giving site enforcement officers time to screen more potentially unsafe vehicles and remove them from the road. Drivers using pre-pass that are non-compliant and bypass scales are much easier to identify using the 360SmartView interface. More information about 360SmartView can be found here: https://www.neudesic.com/wp-contentluploads/2014/03/CS Xerox PrePass 360Smartview e-Screening.pdf

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

IIS Smart Roadside Enterprise Services as Software-As-A-Service (SaaS) which will be configured to communicate with all Safety and Weight Enforcement Facilities (SWEFs) operating Smart Roadside. IIS uses Amazon Web Services (AWS) and is compliant with its Federal Risk and Authorization Management Program (FedRAMP) which is the most innovative, secure, and cost-efficient to process, store, and transmit federal government data. Smart Roadside Enterprises SaaS will

provide: A visible mapping of the entire back-office database access for access by the agency administrator; automated collection and aggregation of all electronic screening data from any Smart Roadside sites deployed in the state; dashboards and reports to support program management needs to monitor, measure, and evaluate the performance and impact of the Smart Roadside network; screening results data report that includes measures on vehicle counts, alert ratios, alert type breakdowns, alert time of day breakdowns, and alert volume trends over configurable time periods; dashboards that aggregate and categorize system performance data by site and aggregated into a single measure for the statewide program; measures on sub-system uptime and error logs for each sensor and sensor network deployed at Smart Roadside sites. This automated monitoring of sensors and sensor networks shall include automated notification capability to alert administrators of system performance issues at the system and sub-system level.

Link PBBT service and calibration contract includes:

- 2 visits per year to all 6 sites
- Calibration service and reports
- Preventative maintenance inspection during each visit
- A parts allowance sufficient to cover typical parts (including PC and printer)
- Rarely replaced parts (motors, gearboxes and rollers) would require a quote and separate payment

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 §200.1 Definitions) 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. For more information, please see 2 CFR § 200.414 Indirect (F&A) costs.

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
HAZMAT SOFTWARE LICENSE	1 set	$15,310.00	100.0000	$15,310.00	$14,544.50	$765.50	$0.00
INSPECTOR FLEET COSTS	38000 MILES	$12.87	100.0000	$489,060.00	$464,607.00	$24,453.00	$0.00
WIRELESS COMMUNICATIONS, IT NETWORK	12 MONTH	$4,975.00	100.0000	$59,700.00	$56,715.00	$2,985.00	$0.00
MCSAP AIRCARDS	50 YEAR	$600.00	100.0000	$30,000.00	$28,500.00	$1,500.00	$0.00
INSERVICE MANUALS/BOOKS	150 SET	$165.00	100.0000	$24,750.00	$23,512.50	$1,237.50	$0.00
CVSA DUES	1 YEAR	$14,800.00	100.0000	$14,800.00	$14,060.00	$740.00	$0.00
AIRCRAFT/PILOT RENTAL	24 HOUR	$132.00	100.0000	$3,168.00	$3,009.60	$158.40	$0.00
EVENT DATA RECORDER	4 PAYMENTS	$3,750.00	100.0000	$15,000.00	$14,250.00	$750.00	$0.00
CVSA DECALS	700 sheets	$5.00	100.0000	$3,500.00	$3,325.00	$175.00	$0.00
MASTER LEASE	2 PAYMENTS	$28,600.00	100.0000	$57,200.00	$54,340.00	$2,860.00	$0.00
FLEET COST	1 EA	$11,035.35	0.0000	$0.00	$0.00	$0.00	$11,035.35
Public intrastate compliance training	1 day	$1,750.00	100.0000	$1,750.00	$1,662.50	$87.50	$0.00
Commercial vehicle crash investigation training	1 week	$15,500.00	100.0000	$15,500.00	$14,725.00	$775.00	$0.00
TOTAL: Other Costs				$729,738.00	$693,251.10	$36,486.90	$11,035.35

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

NOTE: The State does not charge indirect costs or use an indirect cost pool. All costs are charged directly.

New books and manuals (e.g., hazmat manuals) are used for annual in-service training and estimated based upon previous year expenditure. The manuals are used by personnel (includes local law enforcement) throughout the year and in the field while conducting enforcement and providing education to various groups.

IT/Network expenses based on pro-rated portion (40%) of time directly spent on MCSAP time/activities including data/word processing equipment, communication tower maintenance, internet usage, computer equipment maintenance, mainframe/batch computer charges, database access, host connect circuit charges, data storage, CICS/DB2 applications usage, personal computer equipment, PC software purchases on personal computers, email charges for maintenance and support of email systems provided from the State Department of Administration (DOA) and state consolidated network charges (DOA). Utilizing and maintaining digital infrastructure is critical for motor carrier enforcement education and enforcement activities. These costs can fluctuate due to computer usage patterns by personnel as well as changing maintenance needs which vary throughout the year. As such, these costs are based on previous year expenses which are 40% time directly spent on MCSAP activities. Telecommunications based on prorated portion (40% directly spent on MCSAP activities) including: utilizing and maintaining voice communication infrastructure is also critical for conducting motor carrier enforcement (e.g., communication among inspector staff and headquarters) as well as communication with the motor carrier community and general public. Telecommunications include phone expenses including voicemail and cellular wireless service. The amount estimated for each of the categories is based on actual cost from previous year expenses- costs can fluctuate throughout the year depending upon usage patterns as well as due to the fact that different coverage plans exist for different needs depending upon the individual user and where the user is located in the state. Costs for wired phone and cellular/wireless include not only the service but the phones and ancillary equipment if they malfunction, need repair or need to be replaced. Air cards allow inspectors, investigators, and headquarter staff to have secured internet access on their laptops using their cellular service. This is important for data communication when reporting inspection and other data including data on out of service carriers under a federal order. For inspectors, there are 50 air cards @$600/year already prorated at 40% based upon the estimated time that the air cards are used for MCSAP activities.

Master Lease- A payment used to cover the cost of master lease financed data, word processing and computer equipment. Master lease financing is similar to a loan with the Department of Administration/State of Wisconsin acting as the financer. These payments occur each February 1st and August 1st and are initiated by the DOA State Controller's Office. WisDOT pays DOA who finances the purchase of IT-related supplies for WisDOT and the MCSAP program including laptops, servers, printers, communication infrastructure, networking, etc. For the MCSAP program, this annual payment covers the 39 tough books that will be purchased in FFY (pro-rated at the time of the purchase for FTE inspectors, FTE IT specialist, and investigators 100% MCSAP time). 39 tough books'$4,400/Toughbook = $171,600 broken into three years of payments= $57, 200 per year

CVSA Decals are used for North American Standard Level I and/or Level V inspections. "Pass Inspection" means that during a North American Standard Level I or Level V Inspection no defects are found of critical vehicle inspection and the vehicle must not have any violations of the items contained in operational policy and North American Standard Out-of Service Criteria. The number of CVSA decals needed are based upon the number used in previous years. 700 sheets @ $5.00 = $3500.

Event Data Recorder (EDR) Diagnostic Tool Maintenance- EDR is used to gather records on CMV only (100% MCSAP). The payment covers the cost of the software license maintenance that is assessed annually for diagnostic tools that are used as part of the inspection process to access the data records and history (black box) of diesel engine types. Diagnostic equipment and annual software license maintenance charges will be assessed by vendors.

Aircraft/Pilot Rental: The use of aircraft for enforcement on CMV only (100% MCSAP) to promote the safe operations of CMVs and to conduct speed enforcement and observe whether vehicles are following too close. The rate of $132/hr. pays for the pilot, fuel, and rental of the aircraft. Three (3) aircraft details are planned for under this grant at 8 hours per detail or 24 hours total. Details (3) X 8 hours X $132/hr. = $3,168

CVSA dues are paid to the organization once per year ($14,800). CVSA promotes commercial motor vehicle safety and security by providing leadership to enforcement, industry and policy makers. Being part of this organization helps to inform the Wisconsin State Patrol regarding current trends in policy while promoting communication between the states and FMCSA. This also supports the goals of the CVSP.

Fleet costs include mileage, fuel, and cost of repairs for vehicles (based on FTE for MCSAP only activities) that are used by inspectors for mobile enforcement and MCSAP-related business such as driving to safety presentations or meetings with motor carriers. The rate is for squad cars is set each year by the WisDOT Office of Policy, Performance and Improvement. The FY rate for squad cars is $0.39 per mile. For vehicles, the total rate would then be $12.87/mile multiplied by an estimated mile.

All DSP state funded fleet costs for FFY21 totaled $387,644.44. This full amount was eligible for MCSAP funding per the comprehensive plan. We only used and based the amount from the FMCSA supplied MOE required amount of $11,035 as a portion of fleet cost.

Software licenses are required to conduct routine enforcement by inspectors (HazMat).

In 2019, the WSP began an initiative wherein the agency provides a free full day compliance seminar for new intrastate carriers. The topics covered include driver qualifications, vehicle and driver files, hours of service, and controlled substances / alcohol testing requirements. These will continue to be held on a biannual basis at different locations in the state in partnership with area technical college truck driving programs. Many carrier types have participated in these events, and those transporting passengers and hazardous materials are especially encouraged to attend. Public intrastate compliance training cost is estimated based on room rental and needed supplies to run the seminar.

Commericial vehicle crash investigative training: The WSP will train crash personnel in the investigation and analysis of heavy vehicle crash incidents. Improved data collection will assist in assessing crash causation, resource allocation, and/or engineering update needs.

FFY2024 JUNE update: Updated Hazmat cost.

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	$9,677,583.00	$509,346.00	$10,186,929.00

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$1,528,039.00
MOE Baseline:	$11,035.35

Estimated Expenditures

Personnel

	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
CAPTAIN	$55,328.00	$2,912.00	$58,240.00	$0.00
LIEUTENANT	$104,728.00	$5,512.00	$110,240.00	$0.00
INSPECTORS	$3,098,862.00	$163,098.00	$3,261,960.00	$0.00
MCIU MGR/SGT	$118,560.00	$6,240.00	$124,800.00	$0.00
POLICY ANALYST	$60,536.74	$3,186.14	$63,722.88	$0.00
IT SUPPORT	$42,053.23	$2,213.33	$44,266.56	$0.00
MCIU CIVILIAN	$760,092.81	$40,004.88	$800,097.69	$0.00
LTE	$31,813.60	$1,674.40	$33,488.00	$0.00
MCIU PROJECT	$318,431.75	$16,759.57	$335,191.32	$0.00
Salary Subtotal	**$4,590,406.13**	**$241,600.32**	**$4,832,006.45**	**$0.00**
INSPECTORS	$513,513.00	$27,027.00	$540,540.00	$0.00
Overtime subtotal	**$513,513.00**	**$27,027.00**	**$540,540.00**	**$0.00**
Personnel total	**$5,103,919.13**	**$268,627.32**	**$5,372,546.45**	**$0.00**

Fringe Benefits

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CAPTAIN	$27,049.85	$1,423.68	$28,473.53	$0.00
LIEUTENANT	$51,201.51	$2,694.82	$53,896.33	$0.00
INSPECTORS	$1,515,033.63	$79,738.61	$1,594,772.24	$0.00
MCIU MGR/SGT	$57,963.98	$3,050.74	$61,014.72	$0.00
POLICY ANALYST	$27,429.19	$1,443.64	$28,872.83	$0.00
IT SUPPORT	$19,054.31	$1,002.86	$20,057.17	$0.00
MCIU CIVILIAN	$344,398.04	$18,126.21	$362,524.25	$0.00
MCIU PROJECT	$144,281.43	$7,593.76	$151,875.19	$0.00
OVERTIME INSPECTORS	$98,748.55	$5,197.29	$103,945.84	$0.00
Fringe Benefits total	**$2,285,160.49**	**$120,271.61**	**$2,405,432.10**	**$0.00**

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CMV Safety Conference	$4,075.50	$214.50	$4,290.00	$0.00
Passenger Vehicle Inspection	$4,218.00	$222.00	$4,440.00	$0.00
FMCSA IT TRAINING	$4,009.00	$211.00	$4,220.00	$0.00
ROUTINE MCSAP TRAVEL	$171,000.00	$9,000.00	$180,000.00	$0.00
CVSA ANNUAL MEETING	$11,115.00	$585.00	$11,700.00	$0.00
NAIC TRAINING COMPETITION	$2,208.75	$116.25	$2,325.00	$0.00
FMCSA ANNUAL PLANNING	$2,973.50	$156.50	$3,130.00	$0.00
FMCSA CR TRAINING	$8,835.00	$465.00	$9,300.00	$0.00
FMCSA NEW ENTRANT TRAINING	$7,410.00	$390.00	$7,800.00	$0.00
UNSCHEDULED FMCSA REQUESTED TRAVEL	$6,222.50	$327.50	$6,550.00	$0.00
POST CRASH TRAINING	$4,094.50	$215.50	$4,310.00	$0.00
LEVEL VI CERTIFICATION TRAINING	$4,066.00	$214.00	$4,280.00	$0.00
CVSA WORKSHOP	$11,020.00	$580.00	$11,600.00	$0.00
NEW ENTRANT/CR STATE TRAVEL	$12,255.00	$645.00	$12,900.00	$0.00
COHMED TRAINING	$2,090.00	$110.00	$2,200.00	$0.00
Part A/ B training	$9,091.50	$478.50	$9,570.00	$0.00
DIAP 24 TRAINING	$6,023.00	$317.00	$6,340.00	$0.00
INSTRUCTOR CERTIFICATION CVSA	$20,377.50	$1,072.50	$21,450.00	$0.00
Travel total	**$291,084.75**	**$15,320.25**	**$306,405.00**	**$0.00**

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Body Worn Camera Systems	$435,708.00	$22,932.00	$458,640.00	$0.00
CMV Crash Reconstruction Measuring Systems	$81,413.10	$4,284.90	$85,698.00	$0.00
PBBT System Wrightstown	$114,950.00	$6,050.00	$121,000.00	$0.00
Unmanned Aerial Vehicle Measuring Systems for CMV Crash Scenes	$161,500.10	$8,500.00	$170,000.10	$0.00
Equipment total	**$793,571.20**	**$41,766.90**	**$835,338.10**	**$0.00**

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Truckers against Trafficking material	$1,425.00	$75.00	$1,500.00	$0.00
TINT METERS	$3,040.00	$160.00	$3,200.00	$0.00
OFFICE & GENERAL SUPPLIES	$140,270.67	$7,382.67	$147,653.34	$0.00
UNIFORMS RELATED	$152,000.00	$8,000.00	$160,000.00	$0.00
CVSA INSPECTION BROCHURES	$2,850.00	$150.00	$3,000.00	$0.00
MCIU BROCHURE	$1,235.00	$65.00	$1,300.00	$0.00
DOT# BROCHURE	$1,235.00	$65.00	$1,300.00	$0.00
FAST ID DATABASE	$2,161.25	$113.75	$2,275.00	$0.00
Supplies total	**$304,216.92**	**$16,011.42**	**$320,228.34**	**$0.00**

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
PrePass Safety Alliance	$7,125.00	$375.00	$7,500.00	$0.00
Intelligent Imaging Systems	$23,244.60	$1,223.40	$24,468.00	$0.00
Intelligent Imaging Systems	$23,749.05	$1,249.95	$24,999.00	$0.00
Intelligent Imaging Systems	$8,455.00	$445.00	$8,900.00	$0.00
Link Engineering Company	$90,250.00	$4,750.00	$95,000.00	$0.00
Intelligent Imaging Systems	$23,655.00	$1,245.00	$24,900.00	$0.00
Auxilium	$14,250.00	$750.00	$15,000.00	$0.00
Auxilium	$15,650.30	$823.70	$16,474.00	$0.00
Contractual and Subaward total	**$206,378.95**	**$10,862.05**	**$217,241.00**	**$0.00**

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
HAZMAT SOFTWARE LICENSE	$14,544.50	$765.50	$15,310.00	$0.00
INSPECTOR FLEET COSTS	$464,607.00	$24,453.00	$489,060.00	$0.00
WIRELESS COMMUNICATIONS, IT NETWORK	$56,715.00	$2,985.00	$59,700.00	$0.00
MCSAP AIRCARDS	$28,500.00	$1,500.00	$30,000.00	$0.00
INSERVICE MANUALS/BOOKS	$23,512.50	$1,237.50	$24,750.00	$0.00
CVSA DUES	$14,060.00	$740.00	$14,800.00	$0.00
AIRCRAFT/PILOT RENTAL	$3,009.60	$158.40	$3,168.00	$0.00
EVENT DATA RECORDER	$14,250.00	$750.00	$15,000.00	$0.00
CVSA DECALS	$3,325.00	$175.00	$3,500.00	$0.00
MASTER LEASE	$54,340.00	$2,860.00	$57,200.00	$0.00
FLEET COST	$0.00	$0.00	$0.00	$11,035.35
Public intrastate compliance training	$1,662.50	$87.50	$1,750.00	$0.00
Commercial vehicle crash investigation training	$14,725.00	$775.00	$15,500.00	$0.00
Other Costs total	**$693,251.10**	**$36,486.90**	**$729,738.00**	**$11,035.35**

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	**$9,677,582.54**	**$509,346.45**	**$10,186,928.99**	**$11,035.35**
Total Costs Budgeted	**$9,677,582.54**	**$509,346.45**	**$10,186,928.99**	**$11,035.35**

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	$9,677,583.00	$509,346.00	$10,186,929.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$1,528,039.00
MOE Baseline:	$11,035.35

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	$4,590,406.13	$241,600.32	$4,832,006.45	$0.00
;;;Overtime Subtotal	$513,513.00	$27,027.00	$540,540.00	$0.00
Personnel Total	$5,103,919.13	$268,627.32	$5,372,546.45	$0.00
Fringe Benefits Total	$2,285,160.49	$120,271.61	$2,405,432.10	$0.00
Travel Total	$291,084.75	$15,320.25	$306,405.00	$0.00
Equipment Total	$793,571.20	$41,766.90	$835,338.10	$0.00
Supplies Total	$304,216.92	$16,011.42	$320,228.34	$0.00
Contractual and Subaward Total	$206,378.95	$10,862.05	$217,241.00	$0.00
Other Costs Total	$693,251.10	$36,486.90	$729,738.00	$11,035.35
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	$9,677,582.54	$509,346.45	$10,186,928.99	$11,035.35
Indirect Costs	$0.00	$0.00	$0.00	NA
Total Costs Budgeted	**$9,677,582.54**	**$509,346.45**	**$10,186,928.99**	**$11,035.35**

Part 5 - Certifications and Documents
Part 5 Section 1 - Overview

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by 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.

These certifications must be completed and signed on an annual basis.

Part 5 Section 2 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Craig Thompson
2. What is this person's title? Secretary
3. Who is your Governor's highway safety representative? David Pabst
4. What is this person's title? Director

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

○ Yes

◉ Yes, uploaded certification document

○ No

State Certification declaration:

> I, Craig Thompson, Secretary, on behalf of the State of WISCONSIN, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in 49 C.F.R. § 350.211.

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 - 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? Craig Thompson
2. What is the title of your certifying State official? Secretary
3. What are the phone # and email address of your State official? craigm.thompson@dot.wi.gov, 608-266-1114

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

◯ Yes

⦿ Yes, uploaded certification document

◯ No

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

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

Part 5 Section 4 - New Laws/Legislation/Policy Impacting CMV Safety

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

◉ Yes   ○ No

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

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
AB-74	08/06/2023	343.17(3)(d)1g	Under Wisconsin law, no person may operate a motor vehicle upon a highway unless the person possesses a valid operator's license. Additional endorsements are required for the operation of certain vehicles. An "F" endorsement authorizes a seasonal farm employee who is eligible for a restricted commercial driver license under federal law to operate certain commercial vehicles for a seasonal period not to exceed 180 days in any calendar year. This bill increases the seasonal period for an "F" endorsement to 210 days.

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, Craig Thompson, Secretary, on behalf of the State of Wisconsin 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.

Signature of Certifying Official:

Title of Certifying Official: Secretary

Date of Certification: July 19, 2023

FY 2024 Certification of MCSAP Conformance (State Certification)

I Craig Thompson, Secretary, on behalf of the State of Wisconsin, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has designated Wisconsin Department of Transportation/Wisconsin State Patrol as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and to perform defined functions under the CVSP.

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

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

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

5. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved.

6. The Lead State Agency and any subrecipient of MCSAP funds have the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.

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

8. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.

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

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

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

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

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

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

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

16. The laws of the State provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.

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

18. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.

19. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).

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

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

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

23. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.

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

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

26. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. §31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.

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

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

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

30. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 C.F.R. subpart D.

Date: July 19, 2023

Signature