



MONTANA

Commercial Vehicle Safety Plan

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

**Fiscal Years 2024 - 2026
Annual Update FY 2025**

Date of Approval: March 02, 2026

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 2024 - 2026)
- Part 2: Crash Reduction and National Program Elements (FY 2024 - 2026)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2024 - 2026)
- Part 4: Financial Information (FY 2025)
- Part 5: Certifications and Documents (FY 2025)

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 2025:

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 2024 plans. States must carefully review and update this information to reflect FY 2025 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 2025 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.

Montana Department of Transportation (MDT) Mission Statement

MDT's mission is to plan, build, operate, and maintain a safe and resilient transportation infrastructure to move Montana forward.

MDT Vision

To accomplish this mission, MDT will set the gold standard for a highly effective, innovative, and people-centric department of transportation.

Core Values

Eight core values guide all MDT employee behavior, actions, and approach. We are **B**usiness focused, we **U**nify the organization, we **I**nnovate at all levels, we **L**ead by example, we are **D**edicated to MDT, we **E**mpower our employees, we **R**espect each other, and we **S**erve Montana with pride. We are [B.U.I.L.D.E.R.S.](#)

Motor Carrier Services Division (MCS) Mission Statement

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

Montana Highway Patrol (MHP)

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

Part 1 Section 3 - MCSAP Structure Explanation

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" 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
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

The Montana Department of Transportation (MDT) is the lead MCSAP agency for Montana and the MCS (Motor Carrier Services) Division manages the MCSAP program. MDT/MCS enforcement officers within the Enforcement Bureau conduct weigh station/POE driver and vehicle inspections at 16 continuously operated and 16 intermittently operated weigh stations. MCS Patrol officers conduct driver and vehicle inspections at various other roadside locations across Montana. As a normal part of MCS enforcement procedures, officers routinely check drivers for drug and alcohol usage, appropriate driving credentials, driver, and vehicle compliance status, as well as carrier financial responsibility, operating authority and federal out-of-service status. During each CVSA inspection, MCS officers utilize NLETS to verify the validity of the driver's CDL, and they are also trained to confirm the class of the CDL is correct for the CMV driven. Alcohol breath testing devices are issued to all MCS officers. All MCS officers are recertified annually in the detection and testing for alcohol.

In addition, nine MCSAP investigators within MCS complete carrier investigations, as well as CMV inspections at various locations across the state. The MCSAP team uses the Safety Management System (SMS) in the Activity Center for Enforcement (ACE) to identify intrastate and interstate carriers for investigation. During each investigation, MT investigators confirm and document financial responsibility for intrastate and interstate carriers. Montana's MCSAP investigators continue to use off-site, onsite and comprehensive carrier investigations to confirm carrier compliance throughout the State during FFY 2024, 2025 & 2026. Montana's MCSAP work unit also utilizes FMCSA's New Entrant off-site computer program to conduct New Entrant Safety Audits throughout the State.

Over 247 Montana Highway Patrol officers enforce CMV traffic and drug and alcohol laws, in addition to CMV safety regulations. Approximately, 18 of these MHP officers conduct level III driver inspections as the result of CMV traffic stops. During each CVSA inspection and traffic stop the MHP (Montana Highway Patrol) officers utilize NLETS to verify and validate the driver's CDL, MHP officers are also trained to confirm the class of the CDL is correct for the CMV they are operating. MHP officers are trained in alcohol and drug interdiction as a normal part of their duties and

take appropriate enforcement action when detected. The MHP continues to send officers to Desert Snow drug interdiction training each year. As of this draft plan approximately 26 officers have participated in this training. The MHP has been self-funding their officer training for the last 5 years. During 2023 8 additional MHP officers will participate in this training. All MHP officers routinely check drivers for presence of alcohol and drugs during all CMV traffic enforcement stops and if necessary, take appropriate enforcement action and will continue during FYY 2024, 2025 & 2026.

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 2025" 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:	MONTANA DEPARTMENT OF TRANSPORTATION/MOTOR CARRIER SERVICES
Enter total number of personnel participating in MCSAP activities	101
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	96
Traffic Enforcement Activities	0
Investigations*	9
Public Education and Awareness	9
Data Collection and Reporting	3
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Non-funded Agency Information	
Total number of agencies:	1
Total # of MCSAP Participating Personnel:	101

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 2024 - 2026 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 2025" 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 2018 - 2022

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			
01/01/2022	12/31/2022	21	1.42	1.78
01/01/2021	12/31/2021	30	1.49	2.52
01/01/2020	12/31/2020	15	1.56	1.32
01/01/2019	12/31/2019	21	1.40	1.90
01/01/2018	12/31/2018	14	1.50	1.28

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:
 Montana did not set a passenger carrier crash reduction goal

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	2		
01/01/2021	12/31/2021	1		
01/01/2020	12/31/2020	3		
01/01/2019	12/31/2019	1		
01/01/2018	12/31/2018	0		

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: Large Truck Fatal Crashes per 100M VMT

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	0		
01/01/2021	12/31/2021	1		
01/01/2020	12/31/2020	1		
01/01/2019	12/31/2019	0		
01/01/2018	12/31/2018	0		

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

SafetyNet is the main source for crash totals throughout this section. Montana's CMV miles traveled were provided by the MDT's Rail, Transit & Planning Division's Traffic by Sections report. The state has not made any fatal crash reduction goals for passenger or HM, CMV for the past 7 CVSP submittals

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

Montana's focus hasn't changed, we continue to work through staffing issues while striving to utilize our existing staff to work towards our goal of continuously improving our CMV safety program, throughout Montana!

Narrative Overview for FY 2024 - 2026

Instructions:

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

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

Graph 1

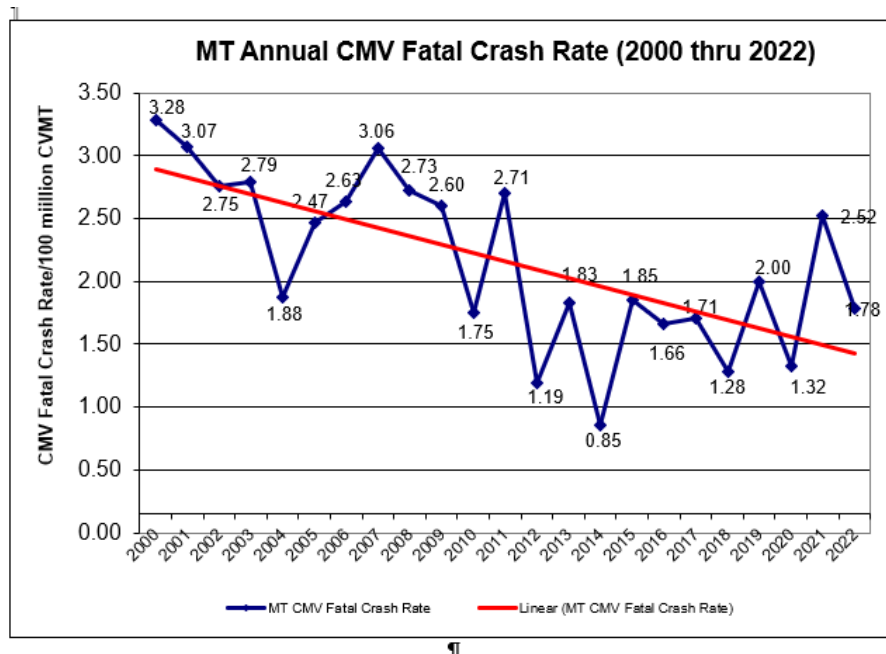


Table1

2000 thru 2022 Fatal Crash Rate Trendline Values forecasted for 2023 thru 2026																											
CY 2000	CY 2001	CY 2002	CY 2003	CY 2004	CY 2005	CY 2006	CY 2007	CY 2008	CY 2009	CY 2010	CY 2011	CY 2012	CY 2013	CY 2014	CY 2015	CY 2016	CY 2017	CY 2018	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024	CY 2025	CY 2026	
2.8923	2.6250	2.7593	2.6920	2.6263	2.5590	2.4933	2.4266	2.3603	2.2938	2.2273	2.1608	2.0943	2.0278	1.9613	1.8948	1.8283	1.7618	1.6953	1.6288	1.5623	1.4958	1.4293	1.3628	1.2963	1.2298	1.1633	
0.0665	2.9588																										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	

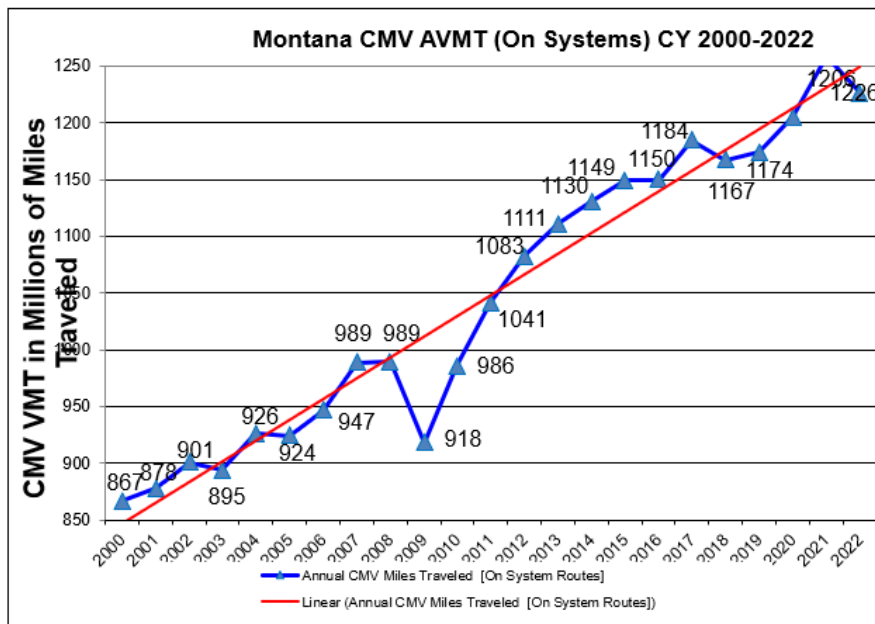
Table 2

2011 thru 2022 Fatal Crash Rate Trendline Values																							
Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
# CMV Fatal Crashes	27	25	23	23	16	21	23	20	25	22	16	26	12	19	9	20	10	19	14	22	15	30	21
Annual CMV VMT (Million)	824	814	836	825	853	851	873	916	916	846	915	961	1,006	1,040	1,058	1,080	1,082	1,114	1,094	1,103	1,136	1,190	1,177
CMV Fatal Crash Rate (Crashes/100 Million Miles Traveled)	3.28	3.07	2.75	2.79	1.88	2.47	2.43	2.19	2.73	2.60	1.75	2.71	1.19	1.83	0.85	1.85	1.66	1.71	1.28	2.00	1.32	2.52	1.78
Rate Trendline (CMV crashes/100 million miles traveled)	2.8923	2.8258	2.7593	2.6928	2.6263	2.5598	2.4933	2.4268	2.3603	2.2938	2.2273	2.1608	2.0943	2.0278	1.9613	1.8948	1.8283	1.7618	1.6953	1.6288	1.5623	1.4958	1.4293

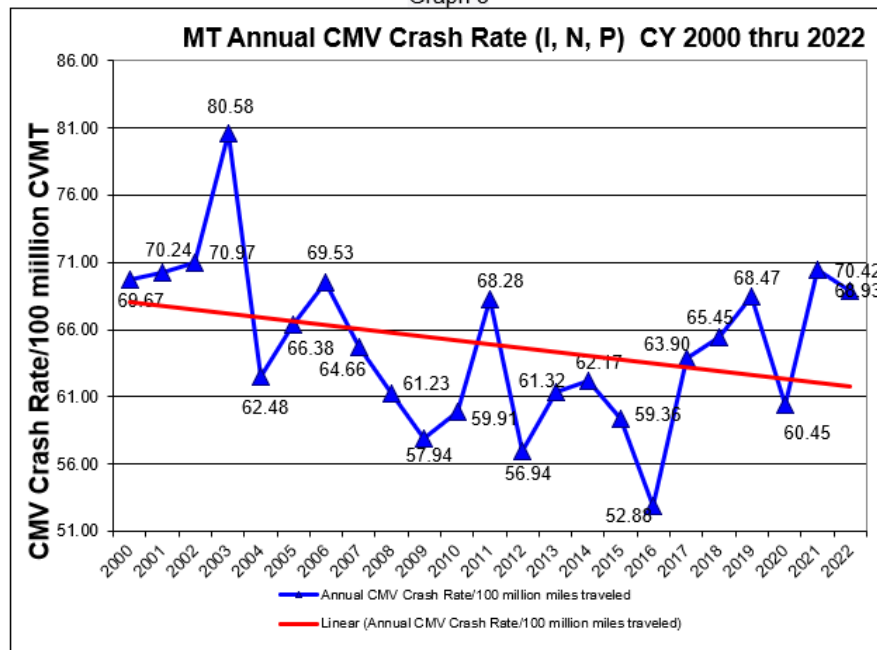
Table 1 above lists the # of fatal CMV crashes in Montana each calendar year from 2000 through 2022. Additionally, the table lists Commercial Vehicle Miles traveled statewide for the same period. The fatal crash rate each year is listed using the # fatal crashes/Commercial Vehicle Miles Traveled. A linear trendline was then calculated using the 22 intervals starting in 2000 and ending in 2022. The trendline formula was then used to calculate the projected crash rate each calendar year for 2023 through 2026, as listed in red text in Table 2. The projected crash rates are Montana fatal crash rate goals through calendar year 2026.

For the past 10 years MCS has updated and evaluated these and many other graphs and tables. This review of crash statistics helps MCS management confirm our strategies and activities in each of Montana’s CVSP’s continue to have a positive effect on Montana’s CMV fatal crash reduction goals. MCS established a fatal crash reduction goal as it relates to a trend to establish a true picture of our crash reduction efforts over time. MCS management updates the multiple graphs annually to include those shown above to support Montana’s limited CMV enforcement resources are focusing on effective areas and activities to reduce CMV crashes. MCS management utilizes these tables and graphs to develop our CVSP.

Graph 2

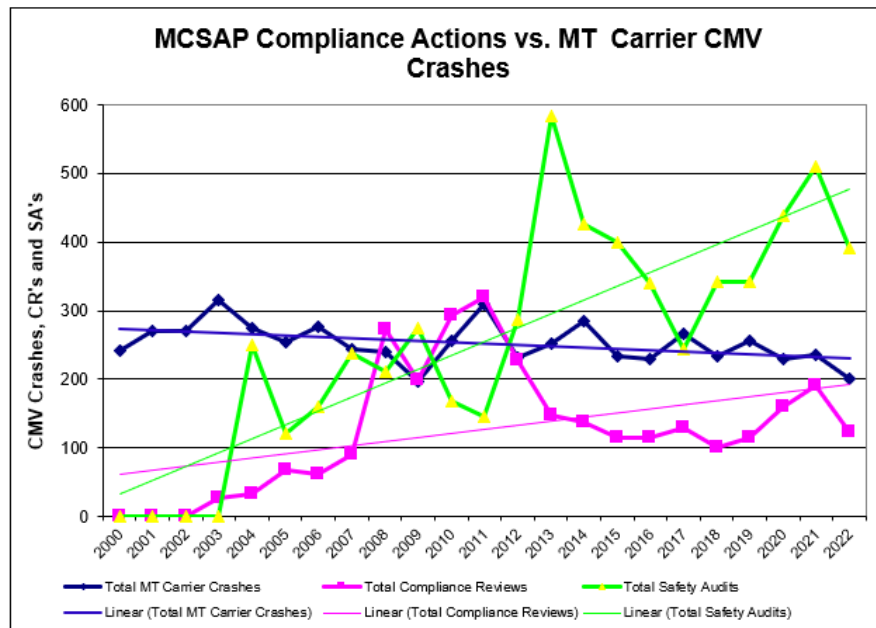


Graph 3



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

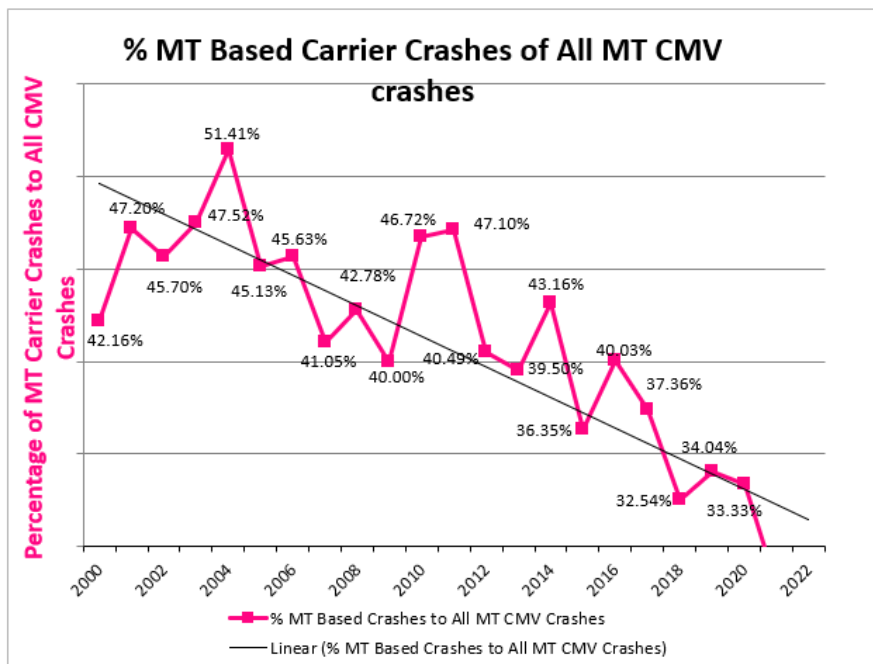
Graph 4



Graph 4 shows the number of carrier investigations and safety audits completed on Montana domiciled Motor Carriers, both Interstate and Intrastate, from 2000 through 2022. In addition, the graph shows the number of crashes each year for Montana domiciled Motor Carriers. As depicted in the graph, the outcome of Carrier investigations and New Entrant Safety Audits is a crash reduction in the number of CMV crashes associated with Montana Domiciled Motor Carriers as indicated by the trendline of the crash dataset. Montana’s robust inspection program has also had a positive impact on Montana’s crash reduction goals over this same time frame. Possibly the most impressive demonstration of the success of Montana’s Motor Carrier Safety Assistance Program is the impact our program has had on Montana based carriers’ crashes in the

state as a percentage of all crashes. It should be noted that not only the percentage has dropped and is trending down, but the total number of crashes is also going down each year. In fact, the total number of crashes Montana based carrier were involved in during calendar year 2022 was so low (23%) it's now off the Graph, As shown in Graph 5

Graph 5



Work Zone Crashes

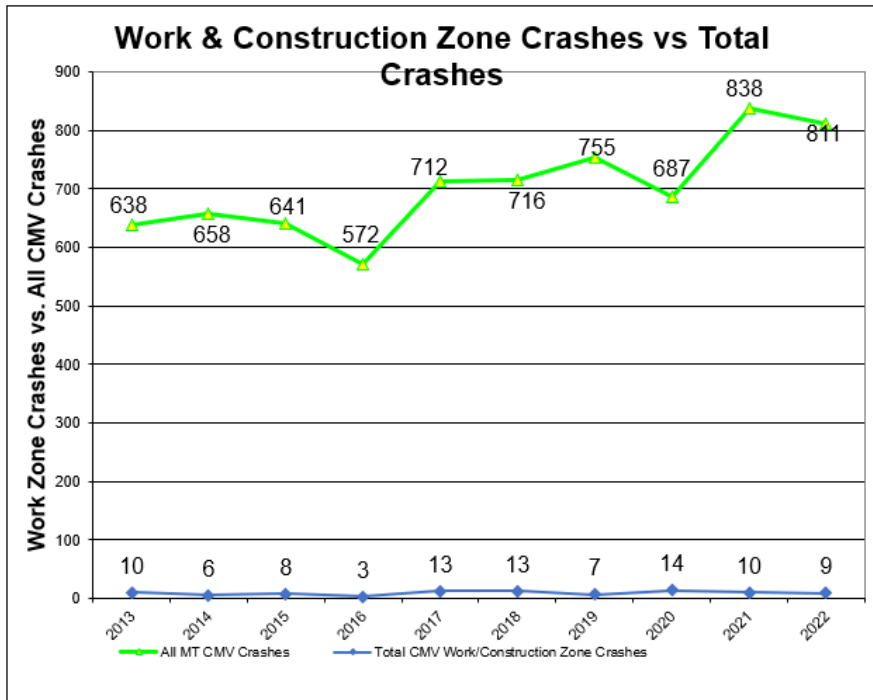


Table 3

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total MT CMV Crashes	638	658	641	572	712	716	755	687	838	811
CMV Work/Construction Zone Crashes	10	6	8	3	13	13	7	14	10	9
Work/Construction Zone Percent of Total	1.57%	0.91%	1.25%	0.52%	1.83%	1.82%	0.93%	2.04%	1.19%	1.11%
Percent Annual Change		-40.00%	33.33%	-62.50%	333.33%	0.00%	-46.15%	100.00%	-28.57%	-10.00%

Table 3 and graph titled Work & Construction Zone Crashes shows the total number of CMV crashes in Montana over the last 10 years. This same table and graph shows the total number of crashes in the overall construction area in Montana and the percentage of these crashes to the total number of crashes throughout Montana. It should be noted during 2013 and 2020, Montana experience the greatest number crashes in these area 13. This total represents less than 0.15% of the total crashes in Montana.

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

As stated in our opening remarks, graph 1 shows Montana MCS Fatal Crash trendline continues downward while graph 2 depicts the continued increase of annual CMV miles traveled. As listed in Table 2, Montana crash rate goal for FFY 2017 (CY 2016) was 1.8283 CMV fatal crashes per 100 million miles traveled and projecting a multi-year goal using the same trendline established at that time, the FFY 2023 (CY 2022) goal is 1.4293 CMV fatal crashes per 100 million miles traveled.

To achieve this goal, MCS will continue our efforts in carrier education, investigation, safety audits and roadside inspections to ensure carrier safety and compliance with State laws and Federal regulations for interstate and intrastate carriers. MCS will continue to base Montana’s annual fatal crash reductions goals derived from the formula using fatal crash data for the period of CY 2000 through CY 2022, as illustrated in Table 1. Using the trendline formula, calendar year fatal crash rate goals were projected and listed in Table 2 above each year through 2026.

Enter the data source and capture date:

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

Projected Goal for FY 2024 - 2026:

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
2024	1
2025	1
2026	1

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

Program Activities for FY 2024 - 2026: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

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

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

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

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

Part 2 Section 3 - Roadside Inspections

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" 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 2024 - 2026. 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 the Trend Analysis table, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.

Trend Analysis for 2018 - 2022

Inspection Types	2018	2019	2020	2021	2022
Level 1: Full	3636	4933	3233	4963	4567
Level 2: Walk-Around	12091	11238	7683	8950	10531
Level 3: Driver-Only	12417	18274	12216	14197	16938
Level 4: Special Inspections		12			0
Level 5: Vehicle-Only	123	130	109	142	190
Level 6: Radioactive Materials					
Total	28267	34587	23241	28252	32226

Narrative Overview for FY 2024 - 2026

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., SafeSpect) used by the State.

As of the draft of this Multi years CVSP application, Montana utilizes the Aspen inspection software for CMV inspections. Before the end of FFY 2023, Montana will be using SAFESPECT for all CMV inspections conducted in Montana.

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

A total of 88 MCS Enforcement officers operate sixteen fixed platform scales weigh stations and sixteen intermittently staffed locations with static and fixed platform scales. Within the 88 MCS officers Montana has, twenty-five MCS officers operating mobile vehicles across the state. In addition, 5 Captains and 3 Lieutenants conduct safety inspections to maintain their Level 1 certification.

Currently, eight weigh station sites are equipped with a prescreening system called 360 SmartView, which includes USDOT and License Plate readers (cameras) and infrared axle, tire, and wheel screening subsystems. Montana has recently added a driver compliance camera at two of our weigh stations. This camera shows the officer in the weigh station a view of the driver as the CMV enters the weigh station. Montana also has two 360 SmartView trailers with USDOT and License Plate readers that can be used statewide at the roadside. 360 SmartView is connected to Montana’s OS/OW permitting system and Intrastate registration system. 360 SmartView Mobile, the manual version of 360 SmartView is Montana’s CVIEW and is used to screen CMV for safety compliance and operating credential at all non-automated weigh stations and by mobile

patrol officers at the roadside. Using the license plate number and jurisdiction and/or USDOT number, this system checks operating credentials and motor carrier safety information and pushes vehicle registration and carrier fuel license status and carrier inspection and safety scores to the officer as the CMV approaches the weigh platform or roadside inspection area. Safety, credentials and when equipped, wheel, brake and tire information is used by officers to identify high-risk carriers, vehicles, and drivers for inspection. Screening checks include federal out-of-service order checks. Officers use the infrared system to identify CMVs with possible unsafe brakes, wheel bearings and tires as they approach the weigh stations. The MCS officers working in the weigh station and in mobile vehicles complete inspections and various other duties related to the weigh station operations, such as size weight enforcement, OS/OW permitting and registration/fuel tax verification. Approximately fifteen percent of MCS officer’s time is dedicated to motor carrier safety (MCSAP related activities).

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

The Montana Department of Transportation /Motor Carrier Services participation with CVSA human trafficking activities continues to grow. As of this CVSP application, MCS is compliant with the Iowa MVE model for Truckers Against Trafficking (TAT). Montana will continue to participate in CVSA’s national efforts during each designated Human traffic event throughout 2024,2025 & 2026. As with all jurisdiction participation we will help raise the awareness of human trafficking throughout Montana and the country.

Before the beginning of FFY 2024 Montana will have FMCSA’s new inspection system completely up and running in the state of Montana. This new system (SAFESPECT) will inform inspecting officer of the status of the driver in the Drug and Alcohol Clearing House along with the CDLIS status without having to check other systems. This system will improve Montana’s DACH catch rate to 100%.

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

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

Montana’s MCSAP Manager will continue to utilize FMCSA’s approved quarterly reporting forms to advise and update our activity status, outcomes, and grant expenses 30 days after the end of each federal fiscal quarter during the 2024, 2025 and 2026 FFY.

Projected Goals for FY 2024 - 2026

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2024 - 2026. For FY 2025, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

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

Enter the total number of certified personnel in the Lead agency: 101

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6600	716	80	7396	18.36%
Level 2: Walk-Around	12452	266	0	12718	31.57%
Level 3: Driver-Only	19300	266	30	19596	48.64%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	451		123	574	1.42%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Lead Agency	38803	1248	233	40284	

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 2025 - 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:	1
Enter the total number of non-funded certified officers:	18
Enter the total number of inspections projected for FY 2025:	1200

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: MONTANA DEPARTMENT OF TRANSPORTATION/MOTOR CARRIER SERVICES					
# certified personnel: 101					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 1					
# certified personnel: 18					
# projected inspections: 1200					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6600	716	80	7396	18.36%
Level 2: Walk-Around	12452	266	0	12718	31.57%
Level 3: Driver-Only	19300	266	30	19596	48.64%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	451		123	574	1.42%
Level 6: Radioactive Materials				0	0.00%
Total MCSAP Lead Agency & Subrecipients	38803	1248	233	40284	

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

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

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

Projected Goals for FY 2025 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	40234	0	1200	41434
Enter total number of certified personnel	96	0	18	114
Projected Goals for FY 2026 Roadside Inspections				
Enter total number of projected inspections	40234	0	1200	41434
Enter total number of certified personnel	66	0	18	84

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 2025" 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 2018 - 2022

Investigative Types - Interstate	2018	2019	2020	2021	2022
Compliance Investigations	0	0	43	56	59
Cargo Tank Facility Reviews	0	0	2	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	2	1	0	13	11
CSA On-Site Focused/Focused CR	6	6	3	5	6
CSA On-Site Comprehensive	24	19	26	38	42
Total Investigations	32	26	74	112	118
Total Security Contact Reviews	5	3	0	5	0
Total Terminal Investigations	0	0	0	1	0

Investigative Types - Intrastate	2018	2019	2020	2021	2022
Compliance Investigations	2	2	62	73	57
Cargo Tank Facility Reviews	0	0	3	2	3
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	20	35	18
CSA On-Site Focused/Focused CR	0	3	2	3	2
CSA On-Site Comprehensive	46	42	37	73	34
Total Investigations	48	47	124	186	114
Total Security Contact Reviews	0	1	3	0	0
Total Terminal Investigations	0	1	1	1	0

Narrative Overview for FY 2024 - 2026

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 2024 - 2026

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2024 - 2026.

Projected Goals for FY 2024 - 2026 - Investigations						
Investigation Type	FY 2024		FY 2025		FY 2026	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	1	1	1	1	1	1
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	10	10	10	10	10	10
CSA On-Site Focused/Focused CR	8	8	8	8	8	8
CSA On-Site Comprehensive	75	100	75	100	75	100
Total Investigations	94	119	94	119	94	119
Total Security Contact Reviews	6	0	6	0	6	0
Total Terminal Investigations	1	0	1	0	1	0

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

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

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

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

Montana will conduct 177 various types of investigations on interstate and intrastate commercial carrier investigations as identified through ACE system during each FFY (2024, 2025 & 2026). MCS will identify at-risk interstate/intrastate carriers for investigation, determine appropriate type of intervention, prioritize carrier list; assign carrier interventions to Safety Investigators (SI’s); conduct, report and track interventions.

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

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

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

Montana's MCSAP Manager will continue to utilize FMCSA's approved quarterly reporting forms to advise activity status, outcomes, and grant expenses 30 days after the end of each federal fiscal quarter during the 2024, 2025 and 2026 FFY.

Part 2 Section 5 - Traffic Enforcement

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" 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 2018 - 2022

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		
10/01/2021	09/30/2022	435	552
10/01/2020	09/30/2021	307	428
10/01/2019	09/30/2020	211	428
10/01/2018	09/30/2019	722	279
10/01/2017	09/30/2018	1179	345

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2021	09/30/2022	861	1148
10/01/2020	09/30/2021	1264	1685
10/01/2019	09/30/2020	681	907
10/01/2018	09/30/2019	1498	1997
10/01/2017	09/30/2018	1257	1676

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2021	09/30/2022	31	34
10/01/2020	09/30/2021	19	20
10/01/2019	09/30/2020	0	0
10/01/2018	09/30/2019	9	16
10/01/2017	09/30/2018	18	35

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

SafetyNet was used to complete inspection history information. Montana's CMV traffic stops without inspection was completed utilizing MHP's SmartCop Non-CMV contact and citation information was collected from documents filled out during TACT enforcement specials conducted in Montana's identified high crash corridors.

Narrative Overview for FY 2024 - 2026

Instructions:

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

CMV Traffic enforcement with inspection in Montana is provided by approximately 18 MHP (Montana Highway Patrol). It should be noted 247 Montana Highway Patrol officers enforce CMV traffic laws and drug and alcohol laws without inspection, each and every day. The MHP are the only state agency with traffic enforcement authority. Statewide, MHP officers conduct Level III inspections on CMV drivers as a result of traffic stops.

The MHP also works traffic enforcement special operations with MCS conducting TACT-like operations in multiple high crash corridors throughout the state. All of Montana’s TACT-like events have and will continue to be conducted between 07:00 and 17:00, the highest traffic volume period of the day. The total number of MHP officers participating in these specials has varied from as few as 2 officers to as many as 5. All MHP non-CMV traffic activities are not funded with any type of MCSAP funds (grant, match or MOE)

Over the last 6 years Montana's Highway Patrol (Montana's only state wide agency with traffic enforcement authority) has averaged 1112 CMV traffic stops without inspection. This information can be found in this CVSP application. FMCSA's TRP has requested multiple times to increase the total number of stops 2 years in a row. With the current MHP officer shortages and the lack of understanding of FMCSA's TRP the state is reduced the number of CMV traffic stops without inspection to a hopefully attainable number.

Projected Goals for FY 2024 - 2026

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2024 - 2026. 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.

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	2000	2000	2000
<input checked="" type="radio"/>	<input type="radio"/>	CMV Non-Inspection	2000	2000	2000
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	40	40	40
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	35	35	35

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections (including border inspections, if applicable), carrier investigations, new entrant safety audits, and CMV non-inspection traffic enforcements conducted in the State for Fiscal Years 2014 and 2015. The table below displays the information you input into this CVSP from those respective sections. The sum of your planned activities must equal or exceed the average number of 2014/2015 activities to be eligible to utilize Federal funding for Non-CMV traffic enforcement.

FY 2025 Planned Safety Activities					
Inspections	Investigations	New Entrant Safety Audits	CMV Non-Inspection Traffic Enforcement	Sum of FY 2025 Activities	Average 2014/15 Activities
46410	213	265	2000	48888	41220

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

The MCSAP manager will continue to report the number of CMV traffic enforcement stops with and without inspection completed at the end of each quarter of the FFY. Using FMCSA approved forms during FFYs 2024, 2025 & 2026. The MCSAP manager will also utilize these same report forms to describe non-CMV traffic enforcement special events and outcomes after they are conducted each FFY quarter.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels 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 2025" 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 Infrastructure Investment and Jobs Act (IIJA), 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

Available 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: MDT/MCS

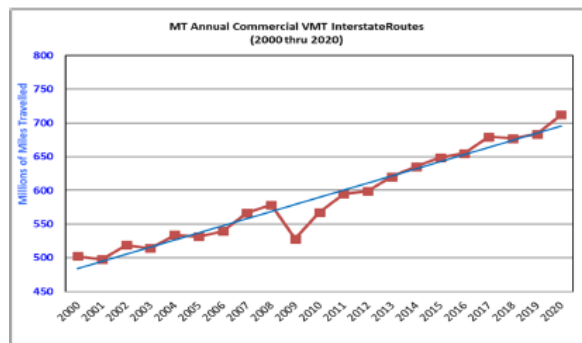
Enter the agency name responsible for PRISM in the State: MDT/MCS

Narrative Overview for FY 2024 - 2026

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.).

Montana’s Commercial Vehicle Miles Traveled (CVMT) on the Interstate routes has continued to increase through the years as shown by the graph below. This increase in CVMT has created an issue with CMVs trying to find truck parking spaces as they travel through Montana to rest and meet their hours-of-service regulations. This issue will only increase with future growth in CVMT. A recent Montana Rest Area Plan update shows a current and future truck parking deficiency for 26 out of the total 49 Montana rest areas.

(Source: Montana Rest Area Plan Update Appendix B Technical Memorandum February 2019.)



Source: Montana Department of Transportation Traffic Data Collection current traffic data

Montana has three Interstate routes and has selected I-90 for truck parking on the East/West route rest areas based on the Commercial Average Daily Traffic in the table below.

Route	Commercial AADT Average Daily Traffic		
	2018	2019	2020
I-15	898	927	996
I-90	2,155	2,186	2,262
I-94	1,300	1,256	1,297

Source: Montana Department of Transportation Traffic Data Collection current traffic data

Additionally, truck drivers encounter road closures due to weather events occurring in the I-90 corridor between Billings, MT and Three Forks, MT. There were 212 closure events that occurred between 2007 and March 2018. Truck drivers often park on the shoulder of the interstate creating a hazard to plows and other motorists. Reliable information on available truck parking along this corridor is needed to provide truck drivers a safe place to park for the duration of the road closure

(Source: I-90 Three Forks to Billings Road Closure/Detour Analysis April 2019).

¿ Montana Rest Area Plan | Montana Department of Transportation (MDT) (mt.gov)

¿ I-90 Three Forks to Billings Road Closure/Detour Analysis | Montana Department of Transportation (MDT) (mt.gov)

PERFORMANCE OBJECTIVE:

This project is to deploy parking stall identification and availability systems at the Columbus I-90 Westbound rest area and Homestake I-90 Eastbound rest area. These two rest areas are the first Truck Parking locations Montana would install technology to identify available parking.

PROGRAM ACTIVITY PLAN:

Montana will use the RFP procurement process to hire a vendor to install sensors and communications at the Columbus Westbound and Homestake Eastbound rest areas on I-90. The Columbus Westbound rest area has 36 truck parking stalls. The Homestake Eastbound rest area has 10 truck parking stalls. The vendor will also install variable message signs at the two locations with communication from the rest areas to the signs. The installation of the rest areas, variable message signs, and develop of an application that will interface with WSDOT and other regional states will begin with the contract award. Montana and the contractor will develop agreed upon milestones for deploying the truck parking systems.

PERFORMANCE MEASUREMENT PLAN:

1. The project will be measured on successful completion of the installation of sensors, variable message signs, and communications at the Columbus Westbound and Homestake Eastbound rest areas.
2. The project will also be measured on the successful completion of the application interface with WSDOT and other regional states. Also, truckers will have the ability to see available truck parking stalls at the two rest area locations.

Program Activities for FY 2024 - 2026: 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.

Services" are contractual costs for weigh stations including use of force/firearms training (officers must qualify twice a year based on department procedure), medical evaluations for officers as required by state statute, software to track employee schedules, training, and performance, and changes to state administrative rule changes to support CFRs. These services support the weigh station officer safety inspections. The percentage of enforcement officer time doing safety activities is applied to these services costs. Use of force/firearms training = \$123.16, medical evaluations = \$1192.55, software to track employees = \$2209.60. State Administrative rules at 100% = \$215.94. The annual costs are based on historical data = \$123.16 + \$1192.55 + \$2209.60 + \$215.94 = \$3,741.25.

"AWSSS/Safety Trailer ITD Maintenance" The Montana Department of Transportation has eight Automated Weigh Station Screening Systems (AWSSS) located at Lima Northbound, Billings Eastbound, Billings Westbound, Butte Westbound, Haugan Eastbound, Haugan Westbound, Broadus Eastbound and Broadus Westbound weigh stations and two safety screening trailers. The eight AWSSS and two Safety Trailer systems use USDOT and License Plate camera readers that screen vehicles by the company, driver, vehicle safety and credentials as the commercial motor vehicle passes through weigh stations or in the case of the trailers while traveling on the roadway. The weigh station systems also have infrared cameras that look at heat signatures for brakes and tires. Lima and Broadus have tire compliance sensors to detect tire anomalies. The screening systems focus safety enforcement on high-risk operators. The original Automated Weigh Stations Screening Systems were deployed using funds from the 2011 ECVISN and the Safety Trailers from the 2012 ECVISN grant. Lima and Broadus systems were deployed using funds from 2020 HP-ITD grant. The maintenance for the screening systems includes annual CVIEW software license \$15,000.00 and CVIEW Site Maintenance, Communications and Service, LPR/DOT Camera Tuning, Service, and Maintenance, SIRIS Thermal Brake System, Trailer Maintenance, Communications and Service, Trailer Camera Maintenance, and Nlets Services \$278,631.00.

MDT was awarded a 2017 Innovative Technology Deployment (ITD) grant for an Oversize/Overweight Permit Automated Routing System. Maintenance cost for the Automated Routing System (ARS) is \$86,400.00 annually.

The annual maintenance costs for the eight AWSSS, two Safety Trailers, and ARS are \$15,000.00 (CVIEW license) + \$278,631.00 (8 AWSSS and 2 Trailers) + \$86,400.00 (ARS) = \$380,031.00.

"SMARTCOP ITD Maintenance" Motor Carrier Services (MCS) law enforcement officers issue citations for safety, Oversize/Overweight and other Commercial Motor Vehicle (CMV) and Commercial Driver violations. A citation, or notice to appear (NTA), is a summons prepared and served to a driver or company by an officer for violations of federal safety regulations or state laws. The electronic citation system

deployed by Montana and used by MCS officers is called SMARTCOP. SmartCop was deployed with funds from the 2011 ECVISN grant. Prior to SMARTCOP deployment, citation generation was a manual, paper-based process and MCS officers physically delivered citation copies to the courts and other state agencies. The Montana Department of Transportation (MDT) uses the Department of Justice's (DOJ) Smartcop. All of the costs above are considered contractual by FMCSA's recent Civil Rights review of Montana. MDT has a Memorandum of Understanding with DOJ for all of the ongoing costs associated with Smartcop. The CJIN operational support is for access to the state's criminal justice information network at DOJ (\$5,000.00). The annual Smartcop base license is with CTS DOJ's software vendor (\$22,119.78). The annual AT&T fee for NetMotion is the communication used with Smartcop to access DOJ's network (\$2,706.00). DOJ has a full-time equivalent position to support Smartcop (\$36,235.00). The Smart CADD annual license is for dispatchers to track officers and calls for service (\$18,008.71). ESRI runtime is a mapping software that supports Smart CADD (\$890.00). MDT has the ability to scan Montana driver licenses, the license reader for surrounding states will support scanning of states bordering Montana (\$521.45). ConnectCIC License is a license to retrieve license plate and registration data from CJIN and integrate the data into Smartcop (\$578.81). Total costs for Smartcop maintenance are \$5,000.00 CJIN + \$22,119.78 CTS license + \$2,706.00 Net Motion + \$36,235.00 DOJ IT support + \$18,008.71 Smart CADD + \$890.00 ESRI runtime + \$521.45 license reader + \$578.81 ConnectCIC license = \$86,059.75.

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

"MLEA" MLEA provides officers basic law enforcement training. MDT expects 1 new BEG Patrol officer to go through the academy in FFY 2024. Registration costs at the academy are \$1,500.00. The academy lasts 3 months and charges \$300 per officer for lodging, \$100 per officer for meals, and \$800 for the academy. \$300.00 + \$100.00 + \$800.00 = \$1,200.00
 Total BEG Officers MLEA costs are \$1,500.00 + \$1,200.00 = \$2,700.00 x 1 Officers = \$2,700.00
 Enforcement officers MLEA costs at a percentage of time doing safety activities is \$3,240.00.
 Total MLEA costs are \$2,700.00 + \$3240.00= \$5,940.00.

Total Contractual = \$3,741.25 + \$380,031.00 + \$86,059.75 + \$175,623.72 + \$5,940.00 = \$651,395.72.

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).

MCSAP manger will report the progress of our two IDT Performance Measures in each 4th QTR MCSAP report 2024, 2025 & 2026 or until the 2022 ITD grant is expended.

MCSAP manager will report the total number of inspections resulting in Mis-Matching MCRS from the PRISM web site. This report will be provided to in the 4th QTR of FFY 2024, 2025, & 2026.

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 2025" 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-CMV’s that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2018 - 2022

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

Public Education and Outreach Activities	2018	2019	2020	2021	2022
Carrier Safety Talks	15	10	15	15	10
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings	2	2	2	2	2
State-Sponsored Outreach Events					
Local Educational Safety Events					
Teen Safety Events	2	2	3	2	2

Narrative Overview for FY 2024 - 2026

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.

MCS carrier training and compliance information training activities continue to be an important part of Montana’s commercial motor vehicle safety program. MCS utilizes MCS enforcement officers and MCSAP investigators to complete our training. Montana will continue to offer training to associations, carriers, and schools. During this multiyear CVSP, MCS will attempt to contact and offer training to Montana’s AARP and other such organizations, with a hope to provide training to their association members on the importance of operating a motor vehicle safely around CMVs. Montana emphasizes training audiences consist of owners, safety personnel and managers, in hopes to make the greatest impact with our training program. Depending on location and topic, MCS utilizes MCSAP personnel, MCS officers or a combination of both to provide the training. MCS will continue to provide attendees with general carrier safety requirements, we also provide them with details about the SMS carrier and driver scoring system. MCS training staff also direct carriers to web sites that can provide them with additional information regarding safety regulations and requirements. When and if needed, we will use carriers’ facilities to conduct training. We will also utilize carrier’s CMVs to support the training efforts. We have used the CMVs to review and demonstrate load securement regulations. MCS has also developed and implemented a carrier training request log. MCSAP staff use this log to track and later contact carriers who have requested training. Montana plans to continue educating carriers regarding how compliance with the safety regulations can save lives, improve public safety, and increase a carrier’s bottom line using the following program elements: Establish locations, dates, and topics to educate carriers throughout the year.

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

Continue to provide the Share the Road class (No-Zone program) as resources allow. Contact AARP and other such associations in an attempt to provide training on the importance of operating around CMVs safely.

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

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

In addition to the training described in this section MCS enforcement will attend pre-construction public information meetings conducted by the Montana Department of Transportation during FFY 2024, 2025 & 2026. Motor Carrier Services will use time to inform the public about the importance of interacting with CMVs while entering and proceeding through our construction zones.

Program Activity Plan 1: Conduct 15 PE&A (Public Education and Awareness) workshops for motor carriers and industry associations throughout the state. Use these seminars to inform owners and safety personal of the safety regulations that apply to their specific operation and how these regulations can help save lives and money.

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

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

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

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

Program Activity plan 6: Montana will participate in CVSA’s human trafficking national efforts each year during FFY 2024, 2025 and 2026. With the intent of raising the awareness of human trafficking throughout Montana.

Projected Goals for FY 2024 - 2026

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

			Performance Goals		
Yes	No	Activity Type	FY 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	15	15	15
<input type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach			
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	2	2	2
<input type="radio"/>	<input type="radio"/>	Local Educational Safety Events			
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	3	3	3

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

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

The information will be reported in the FFY 2024, 2025 and 2026 4th quarter's CVSP reports.

Performance Measurement Plan 2: The total number of "Getting Started" booklets and CD's distributed during FFY 2024, 2025 and 2026.

MCSAP Manager will report the total number of booklets and CDs distributed during FFY 2024, 2025 and 2026 4th quarter's CVSP reports.

Performance Measurement Plan 3: The total number of Share the Road and No-Zone classes conducted in Montana during FFY 2024, 2025 and 2026.

MCSAP Manager will report the total number of Share the Road and No-Zone classes conducted during FFY 2024, 2025 and 2026 4th quarter's CVSP reports.

Performance Measurement Plan 4: The total number of AARP and other type associations contacted, and presentation completed. FFY 2024, 2025 and 2026 4th quarter's CVSP reports.

Performance Measurement Plan 5: Total number of pre-construction meetings MCS personal attend during FFY 2024, 2025 and 2026 4th quarter's CVSP reports.

Performance Measurement Plan 6: Motor Carrier Services will report the total number of locations and activities performed while participating in CVSA's national Human Trafficking event in FFY 2024, 2025 and 2026 4th quarter's CVSP reports.

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

Please review your State’s SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. 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 2025" 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	Yes

Available data sources:

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

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

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

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

In the table below, use the drop-down menus to indicate the State’s current rating within each of the State Safety Data Quality categories, and the State’s goal for FY 2024 - 2026.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2024	Goal for FY 2025	Goal for FY 2026
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

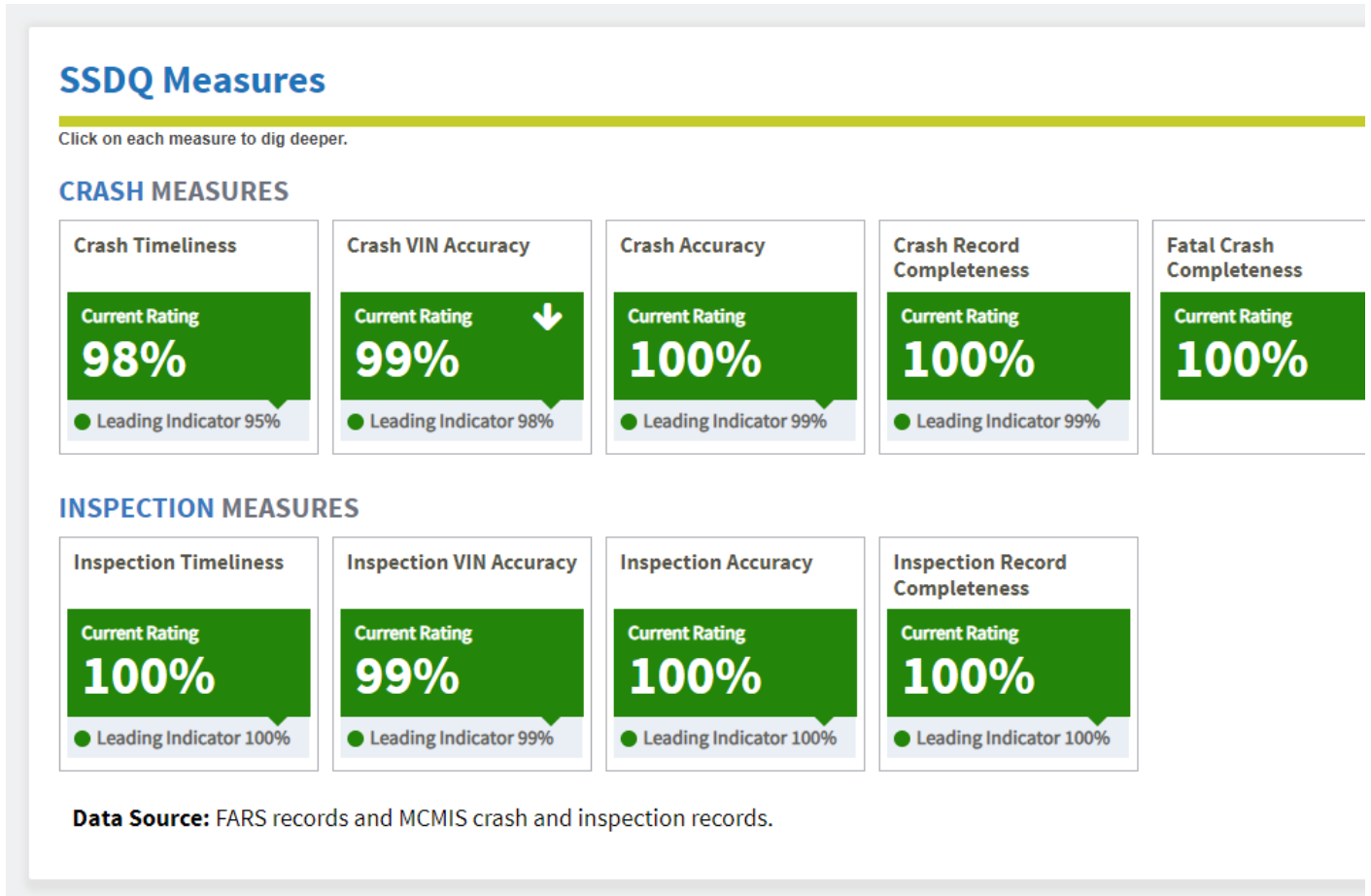
Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.

7/17/2023

Narrative Overview for FY 2024 - 2026

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

The following was cut and pasted from A&I updated as of July 17, 2023



Program Activities FY 2024 - 2026: 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.

Montana's overall SSDQ status has been all green or good and has remained that way for over the past 10 years. MCS has a dedicated SafetyNet manager who monitors Montana data daily and the SSDQ status on a weekly basis. MCS will continue to use these resource along with MCS management team to maintain our green/good rating throughout the 3 year grant. As a result of MDT/MCS assigned resources allocated to monitoring our data and our overall 5 year track record of green or good status, MDT will not establish any new Data Quality strategies in our 3 year eCVSP. MDT will use the below activities to maintain a Good rating for all SSDQ measures.

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

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

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

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

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

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

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

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

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

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

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

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

Program Activities FY 2024 - 2026: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

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

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

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State’s strategies, activities and monitoring. 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 2025" 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
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2018 - 2022

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

New Entrant Safety Audits	2018	2019	2020	2021	2022
Interstate	170	187	241	307	225
Intrastate	0	0	0	0	0
Total Audits	170	187	241	307	225

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 2024 - 2026

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website (NEWS)	
Date information retrieved from NEWS Dashboard to complete eCVSP	10/16/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	21
Current Number of Past Dues	0

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 2024 - 2026

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

Projected Goals for FY 2024 - 2026 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2024		FY 2025		FY 2026	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	25	0	25	0	25	0
# of Safety Audits (Offsite)	240	0	240	0	240	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	265	0	265	0	265	0
# of Non-Audit Resolutions	137	0	137	0	137	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.

Montana’s NE Safety Audit Program continues to be an important part of Montana’s Commercial Motor Carrier safety program. Montana’s investigation teams are trained and certified to perform SAs. Montana’s inspectors have been strategically located throughout the State to help improve service and control costs. The MCSAP work unit utilizes nine (9) inspectors certified to perform Safety Audits. The MCSAP work unit will continue to maintain the certification of 9 MCSAP inspectors. The State of Montana will continue to complete all SAs assigned within 12 months (120 days for passenger carriers) as resources allow.

As stated in previous responses to FMCSA’s TRP, the average number of New Entrant carriers annually in Montana is approximately 226. The FMCSA’s TRP has requested the state increase the number of SAs to a number greater than the average number of SAs available. It should also be noted Montana has not had a late SA at the end of a FFY in more than 10 years. Based on the average number of SA available Montana has listed the number of SA to be completed accordingly.

2025 TRP request- As of this submittal there are 135 past due Safety Audits for Canadian carriers listed in A&I this carrier. The State of Montana is not responsible for these carriers.

MCS New Entrant priorities are:

- Maintain SA certification for nine MCSAP Inspectors/Auditors
- Complete all interstate New Entrant Safety Audits on time. (12 months for interstate carriers 120 days for interstate passenger carriers)
- Complete 350 Safety Audits per FFY (2024, 2025 & 2026)

Activity Plan for FY 2024 - 2026: 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.

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

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

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

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

Performance Measurement Plan 1: The MCSAP manager will report the progress of SI performance as it relates to Safety Audit certification in the 2nd and 4th quarterly reports of FFY 2024, 2025 and 2026.

Performance Measurement Plan 2: The MCSAP manager will report any late Safety Audits each quarterly report of FFY 2024, 2025 and 2026. If an overdue Safety Audit is discovered, the resolution will be reported in each FFY quarterly report during 2024, 2025 and 2026.

Performance Measurement Plan 3: The MCSAP manager will report the total number of Safety Audits completed in the 4th quarter report of each FFY 2024, 2025 and 2026. If the State fails the goal of 350 Safety Audits, the MCSAP Manager will provide an explanation and possible resolution for the short coming in this same update.

Part 2 Section 10 - Border Enforcement

Please review the agency responsible for conducting Border Enforcement activities and your State’s objectives, goals, strategies, activities and monitoring. 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 2025" 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 sharing a land border with another country will conduct a border commercial motor vehicle safety program focusing on international commerce, including enforcement and related projects ([49 CFR 350.201](#)). If a State sharing a land border with another country declines to engage in border related activities, it will forfeit all border enforcement funds the State is eligible to receive.

Trend Analysis for 2018 - 2022

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

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

Inspection Types	2019	2020	2021	2022	2023
Level 1: Full	406	345	365	717	362
Level 2: Walk-Around	3459	2478	2871	2604	1963
Level 3: Driver-Only	1740	1721	1587	3650	2270
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	0	0	0	0	0
Level 6: Radioactive Materials	0	0	0	0	0
Total	5605	4544	4823	6971	4595

Narrative Overview for FY 2024 - 2026

The State chooses not to engage in border enforcement activities in FY 2024 - 2026. If this box is checked, no additional narrative is necessary in this section.

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

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

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

Check all objectives that apply (minimum of 1):

Objective 1: International Motorcoach Inspections — Facilitate the conducting of inspections of motorcoaches engaged in international commerce. These International Motorcoach Inspections should be conducted at bus stations, terminals, border crossings, maintenance facilities, destination locations, or other locations where a motor carrier may make a planned stop (excluding a weigh station). FMCSA encourages States to examine their

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

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

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

Projected Goals for FY 2024 - 2026

Summarize projected border enforcement activities in the table below.

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

Projected Goals for FY 2024 - 2026 - Border Enforcement			
	FY 2024	FY 2025	FY 2026
Number of International Commerce Regular CMV	4681	4681	4681
Number of International Commerce HM	240	240	264
Number of International Commerce Passenger	5	5	6
Total International Commerce Inspections	4926	4926	4951
Number of Fixed Facility International Inspections	2060	2060	2266
Number of Non-Fixed Facility International Inspections	2340	2340	2574
Traffic Enforcement	100	100	110
Strike Force Activities (CMVs)	2	2	2
Strike Force Activities (Passenger CMVs)	0	0	0

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

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

Although this is not an Objective of Montana, below is an explanation of why bus crashes are not an issue in Montana. The most current average daily number of buses crossing the US/Canadian border is 1 per day for 2015 thru 2022. (<https://www.bts.gov/content/border-crossingentry-data>, June 2022). Most of these buses are the same buses going back and forth across the border. Below is the number of bus crashes, statewide, reported in Safetynet during the past 8 years (Calendar 2015 thru 2022) and listed by bus category. The majority of crashes are government operated school buses in home-to-school, school-to-home operation which MDT does not have enforcement authority. Of the total 205 bus crashes in the past 8 years, 0 of the buses were associated with Canadian based carriers. Montana does not believe there is an international bus crash issue based on the past 8 years of data. Based on the small number of International bus border crossings (1 bus daily) and the past 8 years of statewide bus crash data, MDT believes a goal of 5 bus inspections is reasonable, obtainable, and productive.

Bus Category	Calendar 2015 thru 2022
School Bus	123
Transit	40

Intercity	12	June 2023 SafetyNet
Charter	12	
Other	14	
Unknown	4	
Total Bus Crashes	205	

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

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

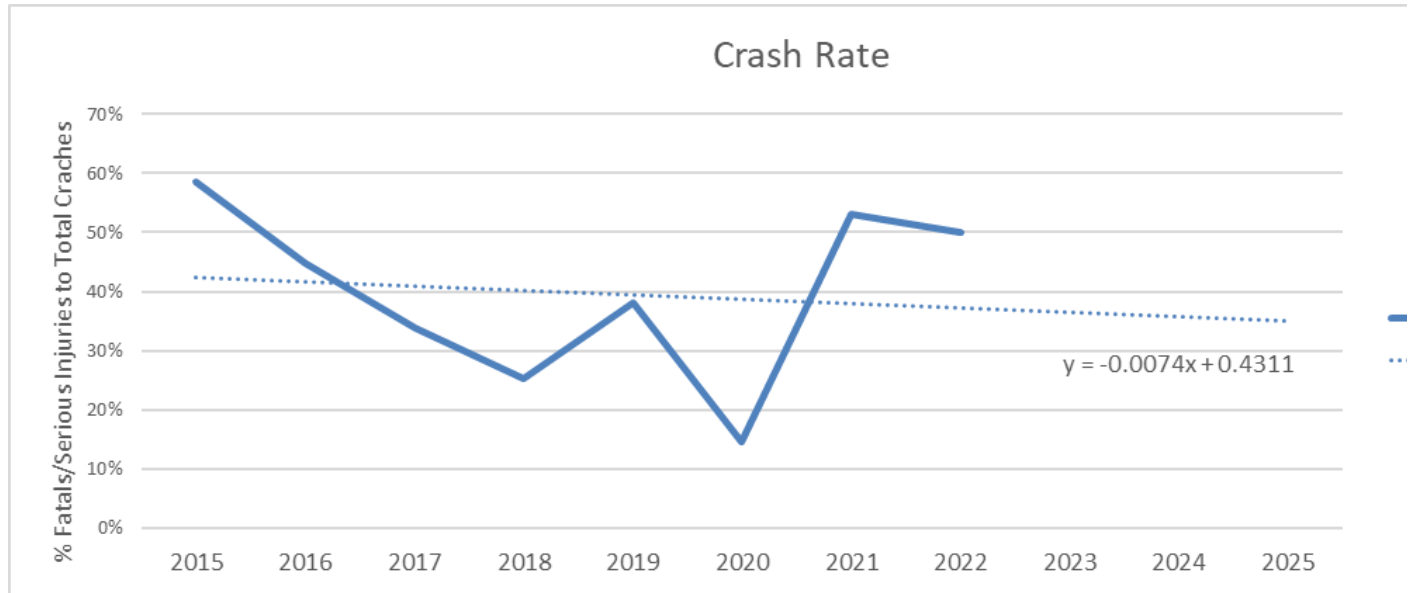
Route	2016	2017	2018	2019	2020	2021	2022
Great Falls - Billings	2	1	3	5	2	13	4
US 287	0	2	1	2	2	1	2
Boulder - Dillon	0	1	2	3	1	1	2
US 2	4	0	2	2	1	3	0
I-15	29	23	22	37	21	25	35
I-90	11	20	23	23	19	32	33
Other Routes	10	15	14	16	16	20	19
Total Routes	56	62	67	88	62	95	95

June 2023 MT SafetyNet

The table below lists the causal factors for Canadian based carrier crashes in Montana. The FMCSA 2006 report to Congress on the Large Truck Crash Causation Study found that the major reason for CMV crashes was caused by driver error. In the analysis below, in Calendar year 2019, 70% of the Canadian based crashes were driver error. Montana believes that level 2 and 3 inspections are critical in reducing CMV crashes. MDT enforcement officers will conduct driver inspections while doing a walk around inspection of the vehicle. Based on the data to support driver inspections, we have adjusted our projected international inspection goals from 4,400 in FFY 2017 to 4,951 in FFY 2026.

Canadian Based Crash Causal Factor								
	2015	2016	2017	2018	2019	2020	2021	2022
Driver Error	29	34	45	49	63	36	63	69
Vehicle Error	1	3	2	3	7	6	5	7
Other Vehicle Error	16	9	9	8	12	10	21	10
Animal Collisions	7	10	6	7	7	10	6	9
*Weather a Factor	17	21	24	20	29	17	39	33
Total Crashes	53	56	62	67	89	62	95	95

By focusing additional enforcement, patrol, and Courtts officers on border and international corridors, Montana's goal is to reduce serious injuries and fatalities per international CMV crashes from 58.5% in 2015 to 34.2% in 2026. Graph 1 shows Montana's serious injuries and fatalities per crash and the table below shows the crash rate trend.



Canadian Based Crash Causal Factor								
	2015	2016	2017	2018	2019	2020	2021	2022
Driver Error	29	34	45	49	63	36	63	69
Vehicle Error	1	3	2	3	7	6	5	7
Other Vehicle Error	16	9	9	8	12	10	21	10
Animal Collisions	7	10	6	7	7	10	6	9
*Weather a Factor	17	21	24	20	29	17	39	33
Total Crashes	53	56	62	67	89	62	95	95

Strategies:

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

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

Challenges or Impediments:

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

enforcement officers to reach program inspections goals.

Activity Plan for FY 2024 - 2026: Describe the specific activities planned to reach border enforcement goals.

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

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

Personnel Type	Number	Total FTE
Coutts CMV Inspectors	4	0.6
Butte CMV Inspector	1	1
Patrol CMV Inspectors	5	4.9
Special Enforcement CMV Inspectors	11	1
Administrative	1	0.8

MDT will increase the total number of targeted international inspections and commercial drivers’ license (CDL)/operating authority/financial responsibility to 4,951. MDT has upgraded the Malta “A” by installing a permanent scale with power to the site to operate one of the virtual trailers that will check credentials and safety of CMVs.

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

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

Time Frame	Proposed Activity	Locations	Responsible Party	Level of Effort
Award date +, Ongoing, Assigned staff is expected to perform daily activities	Perform 4,500 CMV inspections within the BEG corridor and identified routes. 275 Level 1 3,000 Level 2 1,676 Level 3	The US Hwy 2 Corridor with all port of entry, I-15, I-90 and I-94 US 287 from Twin Bridges to West Yellowstone, MT 3 Great Falls to Billings, MT 69 55 & 41 Boulder to Dillon, US 191 Malta to Big Timber and US 93 Kalispell to Missoula	Administrative Assistant, Enforcement Bureau Chief, and area Captains	8.3 FTE
Award date +, Ongoing, Assigned staff is expected to perform daily activities	Conduct 5 bus inspections	Glacier National Park, Coutts, motor carrier terminals, border crossings, motor carrier maintenance facilities, and other destinations.	Administrative Assistant, Enforcement Bureau Chief, and area Captains	8.3 FTE
Award date +, Staff will be assigned during the Federal Fiscal Year	Conduct 2 Special Enforcement operations on international corridors.	The US Hwy 2 Corridor with all ports of entry, I-15, I-90 and, US 287 from Twin Bridges to West Yellowstone, MT 3 Great Falls to Billings, MT 69 55 & 41 Boulder to Dillon, US 191 Malta to Big Timber and US 93 Kalispell to Missoula	Administrative Assistant, Enforcement Bureau Chief, and area Captains	1.5 FTE

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

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

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

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

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

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

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

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

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

Part 3 - National Emphasis Areas and State Specific Objectives**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 2024 - 2026).

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 2025" 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 2023 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 04/26/2024

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 2025" 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.

Narrative Overview for FY 2024 - 2026

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

Montana’s Passenger carrier vehicle average crash numbers over the last 10 calendar years is 29. (Source: SafetyNet Report). As with previous CVSPs, a review of 2019 through 2022 passenger crashes revealed over 80% of the passenger vehicle crashes involve student transportation and city passenger transportation. Again, as with previous reviews, student transportation crashes continue to occur while operating in a home-to-school, school-to-home operations.

Bus Category	Calendar 2019 thru 2022
School Bus	64
Transit	20
Charter	7
Other	2
Total Bus Crashes	93

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

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

Projected Goals for FY 2024 - 2026: Enter the performance goal for the three-year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2024, 2025 and 2026 must also be included.

Performance goal 1: MCS will perform a minimum of 300 motor coach inspections in order to maintain passenger vehicle CVSA certification of 9 MCS officers and 6 MCSAP inspectors and confirm roadside compliance as resources allow, each FFY of the 2024 thru 2026 multi-year eCVSP.

Performance goal 2: MCS Enforcement will schedule and conduct 2 motor coach destination special enforcement operations each FFY of the 2024 thru 2026 multi-year eCVSP.

Performance goal 3: Complete three at-risk passenger carrier interventions as resources allow during each FFY of the 2024 thru 2026 multi-year eCVSP.

Performance goal 4: Continue to complete all MAP-21 passenger carrier investigations within the 3-year time frame as mandated by congress each FFY of the 2024 thru 2026 multiyear eCVSP.

Program Activities for FY 2024 - 2026: Provide additional information regarding how these activities will be implemented.

Activity 1: Confirm passenger carrier driver and vehicle compliance completing level 1 & 5 vehicle inspections during FFYs 2024 thru 2026.

Activity 2: Schedule and implement 2 passenger vehicle inspection specials in high passenger vehicle traffic areas during FFYs 2024 thru 2026.

Activity 3: Utilize information from FMCSA investigation software (ACE) in conjunction with information gained during roadside inspection, to identify and assign at least 3 at risk passenger carrier investigations during FFYs 2024 thru 2026.

Activity 4: Review A&I reports and assign as needed all Montana based MAP-21 passenger carrier within 3 years during FFYs 2024 thru 2026

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

Performance measure 1: The total number of passenger vehicle inspections completed during FFYs 2024 thru 2026.

MCSAP Manager will report the total number of inspections completed by MCS inspection teams in the 2nd and 4th quarter CVSP reports during FFYS 2024 thru 2026.

Performance measure 2: The total number of passenger carrier inspection specials conducted during FFYs 2024 thru 2026. To include the total number of inspections and a list of violations discovered.

MCSAP Manager will report the total number of passenger vehicle inspection specials. The report will include the total number of vehicles inspected and the type of violations discovered. This information will be submitted at the end of each FFYs 2024 thru 2026 4th quarter reports.

Performance measure 3: The total number of at-risk passenger carrier investigations completed during FFYs 2024 thru 2026.

MCSAP Manager will report the total number of passenger carrier investigations completed by MCSAP investigators in the 2nd and 4th quarter CVSP reports during FFYs 2024 thru 2026.

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

The MCSAP manager will report Montana's MAP-21 carrier investigation status in the 2nd and 4th quarter CVSP reports during FFYs 2024 thru 2024.

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 2023 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 2023 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2023 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2023 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

Program Activity 1: Utilize MHP and MCS personnel to conduct at least 1 TACT-like event in each of the targeted counties during each FFY 2021, 2022 & 2023) as resource allow

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

Program Activity Measure 1: The number of TACT-like operations conducted during FFY 2021, 2022 & 2023. The MCSAP manager will report the number of Non-CMV and CMV contacts made during the TACT event. In addition, the MCSAP manager will also report the outcome of the contacts, the number and type of citations or warnings given during each event. The MCSAP manager will report the number and result of the TACT event in the 3rd and 4th quarter MCSAP basic reports during FFY 2021, 2022 & 2023.

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

During this recent 3-year CVSP ending FFY 2023, MCS, with the help of the MHP, conducted 7 TACT operations in 3 high crash corridors. During these TACT operations, MCS also conducted CMV inspections. Our traffic enforcement specials (TACT), over these 3 years, resulted in 27 CMV contacts with 6 warnings and 2 citations written. We also contacted 125 non-CMV vehicles resulting in 125 warnings and 57 citations.

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

MCS and MHP have had to deal with vacancy issues during the life of this 3 year CVSP.

Activity #2

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

Program Activity 2: Complete 10% more CMV inspections in the test counties as compared to base year of 2010. The planned total inspection numbers are as follows: 240 for Gallatin County and 125 for Flathead County.

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

Program Activity Measure 2: Activity Measure 2: Number of inspections completed in each of the counties during FFYs 2021, 2022 & 2023. The MCSAP manager will report the type and number of inspections completed in each of the quarterly reports of 2021, 2022 & 2023.

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

During the last 2.5 FFYs, Montana's inspection teams have completed 933 inspections in the Gallatin area. This means we have completed 373 inspections per FFY in this high crash corridor during the life of our previous CVSP. In this crash corridor, Montana inspection teams exceed our goal by over 45%. During this same time period, Montana's inspection teams completed 506 inspections on vehicles operating on HWY 93 North. This means we have completed

202 inspections per FFY in this high crash corridor during the life of our previous CVSP. In this crash corridor, Montana inspection teams exceed our goal by over 65%.

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

MCS has had to deal with vacancy issues during the life of this CVSP.

Activity #3

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

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

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

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

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

During the last 2.5 FFYs, Montana's MCSAP investigators completed 55 investigations on carriers operating in HWY 93 North area. While in this same time period, the same team completed 37 investigations on carriers operating in the Gallatin area. It should be noted, the type of investigation completed on the various carriers was dependent on the carrier's SMS score at the time of assignment.

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

MCSAP vacancies was and is our greatest obstacle.

Activity #4

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

Activity 4: Complete comprehensive review of the CMV crashes in the HWY 93 corridor to determine causal factors and confirm our activities will help reduce crashes.

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

Program Activity Measure 4: Report the result of MCS management review of crashes in the HWY 93 corridor. The report will include the total number of crash reports reviewed, ranking the greatest number of similar causal factors in a highest to lowest order. The report will also review the activities listed in the section and confirm these activities will have a positive effect on the crash reduction goals identified. The MCASP manager will provide this report in the 2nd quarter MCSAP Basic quarterly report on 2022.

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

This project has yet to be completed. To date, the MCSAP manger has completed reviewing 128 crashes during a 2.5-year period of crashes in the corridor. During the review, the items reviewed are as follow- weather, number of vehicles, time of crash, post-crash inspection, type of CMV, principal place of business of carrier and the cause of the crash.

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

MCSAP vacancies was and is our greatest obstacle.

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 2025" 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 2024 - 2026. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Montana's 2 high crash corridors continue to be the Gallatin County (US191 from Four corners to West Yellowstone) and Flathead County (US 93 North from I-90 inter change to Kalispell). These corridors have been Montana's high crash corridors for many years. The MDT has completed multiple construction projects improving passing lanes traffic flows and such in both areas. The VMT for both corridors continues to increase each year. The Gallatin corridor traffic increased dramatically during FFY 2022 because of the catastrophic flood that happened on the Yellowstone River. This flood closed HWY 89 leading to the north entrance of Yellowstone National Park. The Gallatin corridor or US 191 is the gateway to West Yellowstone, the Big Sky ski resort and one of the largest Gated communities in Montana, The Yellowstone Club. This same area continues to grow and build, leading to more CMV traffic. Last but not least, there are 3 large rafting companies providing guided trips on the Gallatin River flowing alongside of HWY 191. A review of this crash corridor again reveals the % of crashes as it relates to the total crashes in Montana has dropped over the last few years. Unfortunately, this area represents, on average, 10% of the fatal crashes over the last five years. Flathead corridor, US 93 North, is approximately 120 miles of two-lane highway with passing lanes throughout the corridor. US 93 is a gateway to Glacier Park National park, and Whitefish Mountain ski Resort. Also, in this corridor is Flat Head Lake, one of the largest lakes in the state. Over the last 5 years, approximately 14 % of the fatal crashes in Montana occurred in this corridor.

Narrative Overview for FY 2024 - 2026

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

As described above, continued CMV enforcement will be needed to reduce CMV crashes in these two high crash corridors, the Flathead County (US 93 North from I-90 inter change to Kalispell) and Gallatin County (US191 from Four corners to West Yellow Stone). Both continue to challenge MCS. Both roadways pass through small towns and have variable speed changes throughout. Our CMV inspection locations are small, and large-scale inspection activities can be difficult, because of the multiple vacation destinations and construction activities in these locations. With this said, both highways have a high percentage of recreational traffic and continuing construction improvement projects,

particularly during the summer. Over the last 5 years, these counties have been experiencing a much higher crash occurrence as compared to other roadways in Montana. In addition to MCS efforts to reduce CMV crashes in our high crash corridors described above over the life of Montana's 3-year CVSP, MCS has discovered an inability to address CMV safety issues discovered by MCS Management during review of crash data or information provided through public complaint of CMV safety issues in these areas and other Montana locations. In addition, MCS has found during quarterly Highway Commission meetings that local CMV crash information needs to be address. In an effort to address these types of concentrated CMV safety issues, the Motor Carrier Services Enforcement Bureau Chief developed a roving inspection team known as the Travel Squad. Montana's Travel Squad has begun addressing CMV safety issues discovered in different areas throughout Montana.

Projected Goals for FY 2024 - 2026:

Enter performance goal.

MCS will increase the total number of traffic enforcement (TACT) specials in each of the 2 corridors. MCS will complete at least 1 TACT event in each corridor each FFY during 2024, 2025 & 2026. MCS will also improve the total number of inspections in both of these corridors by 20% as compared to 2010 base year. This is 10% more inspections than in previous CVSPs. This means during each of the FFYs (2024-2026), MCS will complete 262 inspections in the Gallatin corridor. During the same time frame, MCS will complete 130 inspections in the Flathead corridor. As of end of calendar year 2022, the 6-calendar year crash average for the Gallatin corridor was 74 CMV crashes. During the next three years, MCS hopes to reduce CMV crashes to 72 per calendar year in the Gallatin area during 2024, 2025 & 2026. As of the end of calendar year 2022, the 6-calendar year average of crashes for the HWY 93 corridor was 90 CMV crashes. During calendar year 2024, 2025 and 2026 MCS hope to report 88 CMV crashes in the Flathead corridor. New addition 2023 MCS, ultimate goal is to address newly discovered CMV safety issues utilizing the Travel Squad through concentrated CMV inspection activities in these newly identified areas. MCS's Travel Squad will be completing a concentrated CMV inspection activity on HWY 212 during the first quarter of FFY 2023. This HWY travels through Crow and Northern Cheyenne Indian Nations. MCS will also work with the Montana High Patrol to complete a TACT event during this same time frame on HWY 212

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.

Program Activity 1: Utilize MHP and MCS personnel to conduct at least 1 TACT-like event in each of the targeted counties during each FFY 2024, 2025 and 2026 as resource allow. Program Activity 2: Complete 15% more CMV inspections in the corridors as compared to base year of 2010. The planned total inspection numbers are as follows: 262 for Gallatin County and 130 for Flathead County during each FFY 2024, 2025 and 2026. Program Activity 3: Completed four carrier investigations who operate predominantly in the identified high crash corridors during each FFY 2024, 2025 and 2026. Program Activity 5: Report the results of Travel Squads roadside activities to include reason for the identification of the area, number of days in the area of concentrated roadside activity and the results of the activity during each FFY 2024, 2025 and 2026. Program Activity 6: Report the number of additional TACT events in recently identified high crash areas discovered in Montana during each FFY 2024, 2025 and 2026.

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

Program Activity Measure 1: The number of TACT-like operations conducted during FFY 2024, 2025 and 2026. The MCSAP manager will report the number of Non-CMV and CMV contacts made during the TACT event. In addition, the MCSAP manager will also report the outcome of the contacts, the number and type of citations or warnings given during each event. The MCSAP manager will report the number and result of the TACT event in the 3rd and 4th quarter MCSAP basic reports during 2024, 2025 and 2026. Program Activity Measure 2: Number of inspections completed in each of the counties during FFY 2024, 2025 and 2026. The MCSAP manager will report the total number of inspections completed in each of the quarterly reports of 2024, 2025 and 2026. Program Activity Measure 3: The total number of investigations completed on carriers in both high crash

corridors. The MCSAP manager will report the total number and result of the carrier investigations conducted in each of the two crash corridors in the 3rd and 4th quarter MCSAP basic reports during 2024, 2025 and 2026. Program Activity Measure 5: Report the identified area and the total number of inspections completed by the Travel Squad. Also include the results of the inspections. The MCSAP manager will report these results in the 4th QTR MCSAP quarterly report each of the FFYs- 2024, 2025 and 2026 Program Activity Measure 6: Report the number of additional TACT events in recently identified high crash areas discovered in Montana, and results of the event. The MCSAP manager will report these results in the 2nd and 4th quarter MCSAP quarterly reports during FFY 2024, 2025 and 2026.

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 2025 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.
- A State's planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- A Territory's planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$4,322,015.00	\$227,474.00	\$4,549,489.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$682,423.00
MOE Baseline:	\$0.00

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):	\$682,423.00

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
Major	1	2.7000	\$85,196.80	\$2,300.31	\$2,185.30	\$115.01	\$0.00
Regular Patrol Officers	20	20.1000	\$61,158.24	\$245,856.12	\$233,563.31	\$12,292.81	\$0.00
MCSAP Program Manager	1	100.0000	\$81,910.40	\$81,910.40	\$77,814.88	\$4,095.52	\$0.00
MCSAP Program Specialist	2	100.0000	\$70,116.80	\$140,233.60	\$133,221.92	\$7,011.68	\$0.00
SafetyNet Manager	1	100.0000	\$59,446.40	\$59,446.40	\$56,474.08	\$2,972.32	\$0.00
Border Enforcement Officers	6	98.0000	\$59,037.33	\$347,139.50	\$329,782.54	\$17,356.96	\$0.00
Enforcement Captains	5	2.7000	\$81,910.40	\$11,057.90	\$10,505.00	\$552.90	\$0.00
MCSAP Investigators	6	100.0000	\$59,148.27	\$354,889.62	\$337,145.13	\$17,744.49	\$0.00
Administrative Support	1	60.0000	\$50,793.60	\$30,476.16	\$28,952.35	\$1,523.81	\$0.00
Regular Officers BEG Activities	11	2.0000	\$55,577.60	\$12,227.07	\$11,615.72	\$611.35	\$0.00
BEG Business Specialist	1	83.0000	\$58,552.00	\$48,598.16	\$46,168.25	\$2,429.91	\$0.00
Lieutenant	3	3.0000	\$69,992.00	\$6,299.28	\$5,984.32	\$314.96	\$0.00
Enforcement Officers	50	10.0000	\$55,581.34	\$277,906.70	\$264,011.38	\$13,895.32	\$0.00
Safety Program Field Supervisor	1	100.0000	\$69,326.40	\$69,326.40	\$65,860.08	\$3,466.32	\$0.00
Subtotal: Salary				\$1,687,667.62	\$1,603,284.26	\$84,383.36	\$0.00
Overtime Project Costs							
MCSAP Overtime	56	0.5300	\$85,987.20	\$25,521.00	\$24,244.95	\$1,276.05	\$0.00
Subtotal: Overtime				\$25,521.00	\$24,244.95	\$1,276.05	\$0.00
TOTAL: Personnel				\$1,713,188.62	\$1,627,529.21	\$85,659.41	\$0.00
Accounting Method:	Modified Accrual						

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

Personnel Services

MCSAP Staff - Personnel expenditures for MDT regular salary activities include one MCSAP Program Manager (\$81,910.40), one Safety Program Field Supervisor (\$69,326.40), two MCSAP Program Specialists (\$140,233.60), one MCSAP SafetyNet Manager (\$59,446.40), and six MCSAP Investigators (\$354,889.60). Regular Salaries are based on current salaries and historical percentage of time spent on the MCSAP Basic Grant. Regular salary activities include Safety Inspections, Compliance Investigations, New Entrant Safety Audits, education and awareness training, Data "Qs", and Data Quality. 100% of the MCSAP work unit employee time associated with program safety activities is charged to the MCSAP Basic Grant. One MCSAP office support (\$30,476.16), supports the MCSAP unit 60% of their time with safety activities.

Border Enforcement Activities - The Business Specialist (\$48,598.16) spends 83% of their time tracking and reporting activities, preparing budgets, and preparing the grant application for this project. Five Patrol Officers and One Weigh Station Officer (\$347,139.52) dedicate 98% of their time to the border enforcement program to conduct border enforcement activities. There are 11 regular officers statewide (\$12,227.07) that focus on international carriers about 2.0% of their time during the year.

Enforcement officers charge the MCSAP Basic Grant when they are conducting Safety Inspections, post-crash safety inspections CVSA training and travel time, Safety awareness training and CVSA instruction. Included are 2 officers at Courts that perform Border Enforcement safety activities. Enforcement salaries are based on current average salaries and historical percentage of time charged to the MCSAP Basic Grant. MDT Enforcement has one Major (\$2,300.31), five Enforcement Captains (\$11,057.90) 2.7% of time, three Enforcement Lieutenants (\$6,299.28) 3.0% of time, fifty certified Enforcement Officers (\$277,906.72) 10.00% of time, and twenty Enforcement Patrol Officers (\$245,856.12) 20.10% of time.

Total Regular Salary is \$81,910.40 + \$69,326.40 + \$140,233.60 + \$59,446.40 + \$354,889.60 + \$30,476.16 + \$48,598.16 + \$347,139.52 + \$12,227.07 + \$2,300.31 + \$11,057.90 + \$6,299.28 + \$277,906.72 + \$245,856.12 = \$1,687,667.65.

Overtime expenditures are based on the historical expenses and are for post-crash inspections, safety inspections, CVSA training and travel time, and safety awareness training. Overtime is for 56 Enforcement officers including Border Patrol (\$25,521.00) at one and one-half times their average hourly rate. Overtime hourly rate is calculated at average hourly rate of \$27.56 x 1.5 = \$41.34 x 2080 = \$85,987.20 annual salary. Total overtime is 0.53% x 56 officers x \$85,987.20 annual salary = \$25,521.00.

Total Personnel Costs are $\$1,687,667.65 + \$25,521.00 = \$1,713,188.65$.
The eCVSP tool does not correctly round when calculating, so this will not exactly match above.

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
BEG Business Specialist	64.5500	83.0000	\$58,552.00	\$31,370.11	\$29,801.60	\$1,568.51	\$0.00
Regular Patrol Officers	64.5500	20.1000	\$1,223,164.80	\$158,700.12	\$150,765.12	\$7,935.00	\$0.00
BEG Enforcement Officers	64.5500	98.0000	\$354,224.00	\$224,078.56	\$212,874.63	\$11,203.93	\$0.00
Enforcement Officers	64.5500	10.0000	\$2,779,067.20	\$179,388.78	\$170,419.34	\$8,969.44	\$0.00
Regular Officers BEG	64.5500	2.0000	\$611,353.60	\$7,892.57	\$7,497.95	\$394.62	\$0.00
Enforcement Captains	64.5500	2.7000	\$409,552.00	\$7,137.87	\$6,780.98	\$356.89	\$0.00
Enforcement Lieutenants	64.5500	3.0000	\$209,976.00	\$4,066.18	\$3,862.87	\$203.31	\$0.00
MCSAP Overtime	64.5500	0.5300	\$4,815,283.20	\$16,473.80	\$15,650.11	\$823.69	\$0.00
MCSAP Program Manager	64.5500	100.0000	\$81,910.40	\$52,873.16	\$50,229.51	\$2,643.65	\$0.00
MCSAP Program Specialist	64.5500	100.0000	\$140,233.60	\$90,520.78	\$85,994.75	\$4,526.03	\$0.00
Safetynet Manager	64.5500	100.0000	\$59,446.40	\$38,372.65	\$36,454.02	\$1,918.63	\$0.00
MCSAP Investigators	64.5500	100.0000	\$354,889.60	\$229,081.23	\$217,627.17	\$11,454.06	\$0.00
MCSAP Administrative Support	64.5500	60.0000	\$50,793.60	\$19,672.36	\$18,688.74	\$983.62	\$0.00
Enforcement Major	64.5500	2.7000	\$85,196.80	\$1,484.85	\$1,410.61	\$74.24	\$0.00
Safety Program Field Supervisor	64.5500	100.0000	\$69,326.40	\$44,750.19	\$42,512.68	\$2,237.51	\$0.00
TOTAL: Fringe Benefits				\$1,105,863.21	\$1,050,570.08	\$55,293.13	\$0.00

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

MDT's Fringe Benefit rates are submitted annually to our cognizant agency FHWA. MDT has received written approval for the Fringe Benefit rate, and it includes the agency's fringe benefits (FICA, Medicare tax, insurance, work comp) and for leave taken (annual, sick leave, holiday, comp time taken). It is equivalent to the FMCSA definition of fringe benefits. Leave costs taken during the period of performance are not billed directly to the grant. The rate submitted to and approved by FHWA for SFY 2025 is 64.55%. MDT uses the same Fringe Benefit rate for overtime that it uses for regular time.

MCSAP Staff - Fringe Benefits for regular salary activities include one MCSAP Program Manager (\$52,873.16), one Safety Program Field Supervisor (\$44,750.19), two MCSAP Program Specialists (\$90,520.79), one MCSAP SafetyNet Manager (\$38,372.65), one MCSAP Administrative support (\$19,672.36), and six MCSAP Investigators (\$229,081.24). Fringe Benefits were based on current salaries and historical percentage of time spent on the MCSAP Basic Grant. Fringe Benefit activities include Safety Inspections, Compliance Investigations, New Entrant Safety Audits, education and awareness training, Data "Q" s, and Data Quality. The two MCSAP Program Specialists and six MCSAP Investigators calculated based on current average salaries for the positions. MCSAP work unit employees are dedicated 100% to the MCSAP Basic Grant and Enforcement Staff are only eligible when they are doing MCSAP related safety activities.

Border Enforcement Activities - Fringe Benefits for regular salary activities at 64.55% include one Business Specialist (\$31,370.11), six Enforcement Officers (\$224,078.56), 11 statewide Regular Officers (\$7,892.57). Fringe Benefit activities include Safety Inspections, targeting international high crash corridors, and tracking and reporting border enforcement activities.

Enforcement officers charge the MCSAP Basic Grant when they are conducting Safety Inspections, post-crash safety inspections, CVSA training and travel time, and Safety awareness training and CVSA instruction. Enforcement fringe benefits were based on current average salaries and historical percentage of time charged to the MCSAP Basic Grant. Enforcement has one Major (\$1,484.85), five Enforcement Captains (\$7,137.88) at 2.7% of their time, three Enforcement Lieutenants (\$4,066.19) at 3% of their time, fifty certified Enforcement Officers (\$179,388.79) 10.00% of time, and twenty Enforcement Patrol Officers (\$158,700.13) 20.10% of time. Overtime is based on the enforcement officers' previous year's costs at the current fringe benefit rate (\$16,473.81).

Total Fringe Benefit is $\$52,873.16 + \$44,750.19 + \$90,520.79 + \$38,372.65 + \$19,672.36 + \$229,081.24 + \$31,370.11 + \$224,078.56 + \$7,892.57 + \$1,484.85 + \$7,137.88 + \$4,066.19 + \$179,388.79 + \$158,700.13 + \$16,473.81 = \$1,105,863.28$.

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

Part 4 Section 4 - Travel

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

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

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

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
Routine MCSAP Related Travel	44	480	100.0000	\$62,737.35	\$59,600.48	\$3,136.87	\$0.00
Out-of-State Travel	24	146	100.0000	\$140,710.00	\$133,674.50	\$7,035.50	\$0.00
In-State Training Travel	100	540	100.0000	\$59,827.53	\$56,836.15	\$2,991.38	\$0.00
TOTAL: Travel				\$263,274.88	\$250,111.13	\$13,163.75	\$0.00

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

Travel

"Routine MCSAP related Travel" is per diem and lodging costs for safety education, conducting safety inspections, post-crash inspections, and compliance investigations. Costs were based on last year's costs. MCSAP and BEG Officers travel at 100% dedicated personnel is \$50,132.14 and Enforcement travel costs at a percentage of time doing safety activities is \$12,605.21.

Total Routine Travel is \$50,132.14 + \$12,605.21 = \$62,737.35.

"Out-of-State Travel –Conference Travel includes costs for lodging, per diem, airplane tickets, and transportation between the airport and hotel. Based on current costs the average airfare is \$1,000, Lodging averages \$250 per night, Transportation cost between the hotel and airport one way is \$60, and per diem is \$55 per day. Total training travel is \$1,000 airfare + 5 nights x \$250 = \$1,250 + \$120 transportation to and from airport + 6 days \$330.00 = \$2,700.00 total conference travel cost.

The conferences are:

CVSA Annual Conference – 4 Enforcement officers, 1 MCSAP Manager, 1 Administrator - \$2,700.00 total conference travel cost + \$750.00 registration = \$3,450.00 x 6 = \$20,700.00.

CVSA Spring Workshop – 4 Enforcement officers, 1 MCSAP Manager, 1 Administrator - \$2,700.00 total conference travel cost + \$750.00 registration = \$3,450.00 x 6 = \$20,700.00.

North American Inspector Championship (NAIC) - 1 Inspection Competitor, 1 Coach – \$2,700.00 x 2 = \$5,400.00 total conference travel cost.

Summer CVSA Board of Directors/FMCSA meeting – 1 Enforcement Officer, 1 Administrator - \$2,700.00 total conference travel cost = \$2,700.00 x 2 = \$5,400.00

Winter CVSA Board of Directors/FMCSA meeting – 1 Enforcement Officer, 1 Administrator - \$2,700.00 total conference travel cost = \$2,700.00 x 2 = \$5,400.00

FMCSA ITD/MCSAP Planning Workshop –2 Operations staff, 1 MCSAP Manager, 1 Financial Manager- \$2,700.00 x 4 = \$10,800.00.

COHMED Conference – 1 Enforcement Officers, 1 Investigator - \$2,700.00 total conference travel cost + \$750.00 registration = \$3,450.00 x 2 = \$6,900.00.

Western States CMV Safety Summit – 2 Enforcement officers, 1 Operations staff - \$2,700.00 total conference travel = \$2,700.00 x 3 = \$8,100.00

CVSA Cargo Securement Forum – 1 Enforcement Officer \$2,700.00 total conference travel cost.

Total Conference travel costs are \$20,700.00 + \$20,700.00 + \$5,400.00 + \$5,400.00 + \$5,400.00 + \$10,800.00 + \$6,900.00 + \$8,100.00 + \$2,700.00 = \$86,100.00.

"Out-of-State" - Training Travel includes costs for lodging, per diem, airplane tickets, transportation between the airport and hotel and registration. Out-of-State training travel is for CVSA Inspector training of 1 new MCSAP employees at 100% time dedicated to MCSAP activities and one NTC instructor certification class. Out-of-State training travel was based on current costs. The average airfare is \$1,000, Lodging averages \$250 per night, Transportation cost between the hotel and airport is \$60, and Per diem is \$55 per day. Total out-of-state training travel is \$1,000 airfare + 5 nights x \$250 = \$1,250 + \$120 transportation to and from airport + 6 days x \$55.00 per diem = \$330.00 = \$2,700.00 total training travel cost. Currently, MCSAP has 1 new investigator that will need to be trained.

The out of state training classes are:

CVSA/FMCSA Data Quality and Systems Training – 1 Operations Staff, 1 MCSAP employee - \$2,700.00 total training travel cost + \$750.00 registration = \$3,450.00 x 2 = \$6,900.00
General Hazardous Materials - 1 New Investigator - \$2,700.00. Total training travel = 1 x \$2,700.00 = \$2,700.00
NTC HM Basic - 1 New Investigator - \$2,700.00. Total training travel = 1 x \$2,700.00 = \$2,700.00
NTC HM Cargo - 1 New Investigator - \$2,700.00. Total training travel = 1 x \$2,700.00 = \$2,700.00
NTC HM Other Bulk Packaging – 1 New Investigator - \$2,700.00. Total training travel = 1 x \$2,700.00 = \$2,700.00
NTC A&B Training– 1 New Investigator - 2-week class, \$1,000 airfare + 12 nights x \$250 = \$3,000 + \$240 rental car + 13 days x \$55 per diem = \$715.00 = \$4,955.00. Total training travel = 1 x \$4,955.00 = \$4,955.00
NTC Carrier Compliance Training - 1 New Investigator - 2-week class, \$1,000 airfare + 12 nights x \$250 = \$3,000 + \$240 rental car + 13 days x \$55 per diem = \$715.00 = \$4,955.00. Total training travel = 1 x \$4,955.00 = \$4,955.00
NTC New Entrant Training – 1 New Investigator, 8 Enforcement Officers – 9 x \$2,700.00 = \$24,300.00.
Passenger Vehicle Inspection Training– 1 New Investigator - \$2,700.00. Total training travel = 1 x \$2,700.00 = \$2,700.00.

Total Out-of-State Training Travel is \$6,900.00 + \$2,700.00 + \$2,700.00 + \$2,700.00 + \$2,700.00 + \$4,955.00 + \$4,955.00 + \$24,300.00 + \$2,700.00 = \$54,610.00.

Total Out-of-State Travel is \$86,100.00 + \$54,610.00 = \$140,710.00.

“In State”-Training Travel are lodging and per diem costs associated with Compliance Investigations, Safety Audits, and Professional Development training for MDT safety investigators and enforcement officers. Compliance Review training provides investigators Carrier Safety Investigation training, Safety Audit training provides investigators Safety Audit training, and Professional Development training provides employee skills to help them advance through a career ladder in their current positions. Costs are based on last years' expenditures. Enforcement travel costs at a percentage of time doing safety activities is \$14,033.44 + BEG Officers training at 100% \$5,691.35. = \$19,724.79. MCSAP training is 100%, = \$2,700.98. CVSA training is to provide safety inspection training and post-crash inspection training. Lodging costs associated with CVSA training costs are 100%. MDT annually holds 4 to 5 CVSA classes per year based on last year's cost = \$37,401.76.

Total In-State Training is \$19,724.79 + \$2,700.98 + \$37,401.76 = \$59,827.53

Total Program Travel - \$62,737.35 + \$140,710.00 + \$59,827.53 = \$263,274.88.

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

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

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in 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
Office Supplies	1 Annual	\$22,266.48	100.0000	\$22,266.48	\$21,153.16	\$1,113.32	\$0.00
Uniforms and Other Related Supplies	1 Annual	\$24,888.82	100.0000	\$24,888.82	\$23,644.78	\$1,244.04	\$0.00
TOTAL: Supplies				\$47,155.30	\$44,797.94	\$2,357.36	\$0.00

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

Supplies

"Office Supplies" are supplies needed to support day to day MCSAP operations and are expendable including printing and copying supplies, minor tools, and equipment under \$5000 (tape measures, etc.), first aid kits, books and reference materials, office supplies, printing costs and miscellaneous computer accessories. Office supplies are calculated based on last year's costs. Total Office Supplies are \$1,855.54 per month x 12 months = \$22,266.48.

"Uniforms and Other related Supplies" are officer supplies to support MCSAP operations including enforcement clothing (uniforms, badges, cuffs, etc.), safety inspection supplies (coveralls, creepers, gloves, etc.), ammunition, and vehicle supplies. Uniforms and Other related Supplies are calculated based on last year's costs as a percentage of enforcement time spent on safety activities. Uniforms and Other related Supplies are \$19,765.23 + MCSAP staff and BEG Officers at 100% is \$5,123.59 = \$24,888.82.

Total Supplies - \$22,266.48 + \$24,888.82 = \$47,155.30.

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
ProMiles	unknown	Contract	100.0000	\$88,600.00	\$84,170.00	\$4,430.00	\$0.00
Description of Services: Automated Routing Software Maintenance							
Auxilium Inc.	Unknown	Contract	100.0000	\$289,869.25	\$275,375.79	\$14,493.46	\$0.00
Description of Services: AWSSS ITD Maintenance							
ePart Monthly Cloud Costs	Unknown	Contract	100.0000	\$175,623.72	\$166,842.53	\$8,781.19	\$0.00
Description of Services: Cost to host MDT's Permitting Audit Registration and Tax System							
MLEA	Unknown	Contract	100.0000	\$4,500.00	\$4,275.00	\$225.00	\$0.00
Description of Services: Montana Law Enforcement Academy							
Services	Unknown	Contract	100.0000	\$3,739.00	\$3,552.05	\$186.95	\$0.00
Description of Services: Services							
CTS Smartcop	Unknown	Contract	100.0000	\$97,940.38	\$93,043.36	\$4,897.02	\$0.00
Description of Services: Safety Screening							
TOTAL: Contractual and Subaward				\$660,272.35	\$627,258.73	\$33,013.62	\$0.00

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

Contractual

"Services" are contractual costs for weigh stations including use of force/firearms training (officers must qualify twice a year based on department procedure), medical evaluations for officers as required by state statute, software to track employee schedules, training, and performance, and changes to state administrative rule changes to support CFRs. These services support the weigh station officer safety inspections and MCSAP Investigators at 100% is \$18.50. The percentage of enforcement officer time doing safety activities is applied to these services costs. Use of force/firearms training = \$185.00, medical evaluations = \$1,008.16, software to track employees = \$2,311.40. State Administrative rules at 100% = \$215.94. The annual costs are based on recent years and historical data are \$18.50 + \$185.00 + \$1,008.16 + \$2,311.40 + \$215.94 = \$3,739.00.

"AWSSS/Safety Trailer ITD Maintenance" The Montana Department of Transportation has eight Automated Weigh Station Screening Systems (AWSSS) located at Lima Northbound, Billings Eastbound, Billings Westbound, Butte Westbound, Haugan Eastbound, Haugan Westbound, Broadus Eastbound and Broadus Westbound weigh stations and two safety screening trailers. The eight AWSSS and two Safety Trailer systems use USDOT and License Plate camera readers that screen vehicles by the company, driver, vehicle safety and credentials as the commercial motor vehicle passes through weigh stations or, in the case of the trailers, while traveling on the roadway. The weigh station systems also have infrared cameras that look at heat signatures for brakes and tires. Lima and Broadus have tire compliance sensors to detect tire anomalies. The screening systems focus safety enforcement on high-risk operators. The original Automated Weigh Stations Screening Systems were deployed using funds from the 2011 ECVISN and the Safety Trailers from the 2012 ECVISN grant. Lima and Broadus systems were deployed using funds from 2020 HP-ITD grant. The maintenance for the screening systems includes annual CVIEW software license \$15,000.00 and CVIEW Site Maintenance, Communications and Service, LPR/DOT Camera Tuning, Service, and Maintenance, SIRIS Thermal Brake System, Trailer Maintenance, Communications and Service, Trailer Camera Maintenance, and NLETS Services \$274,869.25.

MDT was awarded a 2017 Innovative Technology Deployment (ITD) grant for an Oversize/Overweight Permit Automated Routing System. Maintenance cost for the Automated Routing System (ARS) is \$88,600.00 annually.

The annual maintenance costs for the eight AWSSS, two Safety Trailers, and ARS are \$15,000.00 (CVIEW license) + \$274,869.25 (8 AWSSS and 2 Trailers) + \$88,600.00 (ARS) = \$378,469.25.

"SMARTCOP ITD Maintenance" Motor Carrier Services (MCS) law enforcement officers issue citations for safety, Oversize/Overweight and other Commercial Motor Vehicle (CMV) and Commercial Driver violations. A citation, or notice to appear (NTA), is a summons prepared and served to a driver or company by an officer for violations of federal safety regulations or state laws. The electronic citation system deployed by Montana and used by MCS officers is called Smart COP. Smart Cop was deployed with funds from the 2011 ECVISN grant. Prior to Smart COP deployment, citation generation was a manual, paper-based process and MCS officers physically delivered citation copies to the courts and other state agencies. The Montana Department of Transportation (MDT) uses the Department of Justice's (DOJ) Smart Cop. All the costs above are considered contractual by FMCSA's recent Civil Rights review of Montana. MDT has a Memorandum of Understanding with DOJ for all the ongoing costs associated with Smart Cop. The CJIN operational support is for access to the state's criminal justice information network (CJIN) at DOJ (\$4,045.19). The annual Smart Cop base license is with CTS DOJ's software vendor (\$23,225.77). The annual AT&T/Mobile Wireless fee for NetMotion is the communication used with Smart Cop to access DOJ's network (\$2,777.75). DOJ has a full-time equivalent position to support Smart Cop (\$43,735.41). The Smart CADD annual license is for dispatchers to track officers and calls for service (\$23,000.99). MDT can scan Montana driver licenses, the license reader for surrounding states will support scanning of states bordering Montana (\$547.52). ConnectCIC License is a license to retrieve license plate and registration data from CJIN and integrate the data into Smart Cop (\$607.75). Total costs for Smart Cop maintenance are \$4,045.19 CJIN + \$23,225.77 CTS license + \$2,777.75 Net Motion + \$43,735.41 DOJ IT support + \$23,000.99 Smart CADD + \$547.52 license reader + \$607.75 ConnectCIC license = \$97,940.38.

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

"MLEA" MLEA provides officers basic law enforcement training. MDT expects 2 new BEG officers to go through the academy in FFY 2025. The academy lasts 3 months and charges \$264 per officer for lodging, \$1236 per officer for meals. \$264.00 + \$1236.00 = \$1,500.00

Total BEG Officers MLEA costs are \$1,500.00 x 2 Officers = \$3,000.00

MDT expects 5 new Enforcement officers to go through the academy in FFY 2025. Enforcement officers MLEA costs at a percentage of time doing safety activities is \$1,500.00.

Total MLEA costs are \$3,000.00 + \$1,500.00 = \$4,500.00.

Total Contractual = \$3,739.00 + \$378,469.25 + \$97,940.38 + \$175,623.72 + \$4,500.00 = \$660,272.35.

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 claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Modified Total Direct Costs (MTDC)	11.32	\$4,086,856.81	\$462,632.19	\$439,500.63	\$23,131.56
TOTAL: Indirect Costs			\$462,632.19	\$439,500.63	\$23,131.56

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Communications	1 Annual	\$27.79	100.0000	\$27.79	\$26.40	\$1.39	\$0.00
Utilities	1 Annual	\$26,271.18	100.0000	\$26,271.18	\$24,957.62	\$1,313.56	\$0.00
Dues	1 Annual	\$37,600.00	100.0000	\$37,600.00	\$35,720.00	\$1,880.00	\$0.00
Vehicle Mileage and Rental Costs	1 Annual	\$220,003.39	100.0000	\$220,003.39	\$209,003.22	\$11,000.17	\$0.00
Job Candidate Expense	1 Annual	\$13,200.00	100.0000	\$13,200.00	\$12,540.00	\$660.00	\$0.00
TOTAL: Other Costs				\$297,102.36	\$282,247.24	\$14,855.12	\$0.00

**Enter a detailed explanation of how the ‘other’ costs were derived and allocated to the MCSAP project.
IDC (Indirect Cost)**

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

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

MDT negotiates its indirect cost rate each year through the Federal Highway Administration (FHWA), as the cognizant agency for MDT. In addition, Montana is required per 17-1-106, MCA to recover indirect costs on all federal or private grants or contracts. MDT cannot waive its rights to indirect costs or accept grant funds that restrict its ability to recover indirect costs without first receiving written approval from the Governor’s Office of Budget and Program Planning. The approved IDC rate for State Fiscal Year 2025 is 11.32%.

Other Expenses

“Communications” are costs associated with MCSAP and Border Enforcement Officers at 100% and Enforcement at the percentage of time performing safety activities. Communications costs are associated with US postage, Fed Ex, and UPS. Communications are calculated based on last year’s costs = \$27.79.

“Dues” include annual CVSA membership dues (\$10,300.00), IRP membership dues (\$19,800.00), PrePass membership dues (\$7,500.00). The annual membership dues are \$10,300.00 + \$19,800.00 + \$7,500.00 = \$37,600.00.

“Vehicle Mileage and Rental Costs” – Motor Carrier Services rents vehicles from MDT’s Equipment Bureau. Costs for this item represent 11 vans, 1 trailer, 1 car, and 35 patrol trucks used during MCSAP activities. MDT’s equipment bureau purchases the department’s equipment and then rents the equipment back to the divisions based on assigned time and usage rates. The assigned time is based on an 8-hour workday that the vehicle is normally operated. The assigned time rate covers all fixed costs of the vehicle (for example insurance) not including depreciation. The usage rate recovers all operating costs including fuel, tires, repairs, etc. and is based on the miles of operation for vehicles and hours of usage for equipment. Any vehicle accessories such as lightbars, vehicle decals, vehicle computer mounts, etc. are also included as a percentage of time doing safety activities. Reimbursement is based on last year’s costs for MCSAP vehicle rental. MCSAP investigators costs are for 9 vans used 100% of the time towards MCSAP activities. These activities include travel for Inspections, Safety Audits, Compliance Reviews, Employee Training, and Public Safety Training. Based on last year’s costs, the total cost for 1 Safety Program Field Supervisor, 2 Program Specialists and 6 Motor Vehicle Inspectors to conduct MCSAP activities is \$68,856.90.

Border Enforcement Officer costs are for 5 pickups and 2 vans used 100% of the time for Border Enforcement safety activities. Based on last year’s costs, the total cost for 5 BEG pickups and 2 BEG vans is = \$70,101.74.

Enforcement costs are a percentage of the time associated with safety activities. Enforcement has 1 passenger car, 1 trailer, 30 pickups and utilize district vehicles to attend CVSA classes. The expenditures for these are based on last year’s costs with a percentage of time spent on safety activities and 100% for attending CVSA classes is \$81,044.74.

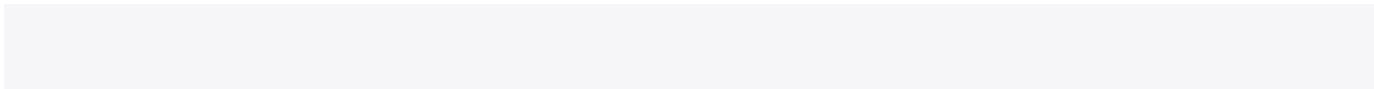
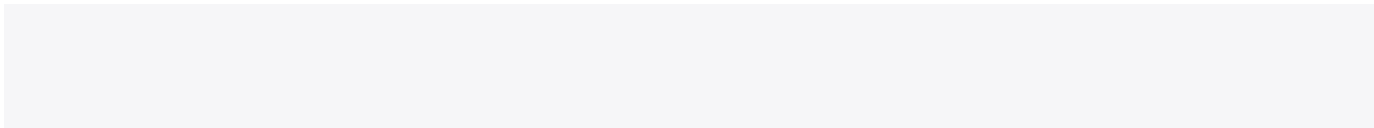
Total Vehicle Rental Costs are \$68,856.90 + \$70,101.74 + \$81,044.74 = \$220,003.39.

“Utilities at the Inspection Barn” are electricity, Natural gas, and garbage & trash removal charges at the weigh stations. Utilities are calculated based on last year’s expenditures at the Billings Safety Barn and two Border “A” sites at 100% and weigh stations prorated based on safety activities. Billings Safety Barn \$10,348.42 + “A” sites \$896.40 + weigh stations \$15,026.36 = \$26,271.18.

“Job Candidate Expense” include Enforcement hiring costs which occur every year due to turnover and relocation cost (monthly costs associated with the oil fields increased housing costs and the department has an agreement with the union to pay these higher costs) prorated at the time associated with safety activities. The total, based on last year’s costs, is \$1,200.00. MDT has two vacant Border Enforcement positions at 100% for \$12,000.00 relocation expense as per state policy.

Total Job Candidate Expense \$1,200.00 + \$12,000.00 = \$13,200.00.

Total Other Expenses are \$27.79 + \$37,600.00 + \$220,003.39 + \$26,271.18 + \$13,200.00 = \$297,102.36.



Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$4,322,015.00	\$227,474.00	\$4,549,489.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$682,423.00
MOE Baseline:	\$0.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Major	\$2,185.30	\$115.01	\$2,300.31	\$0.00
Regular Patrol Officers	\$233,563.31	\$12,292.81	\$245,856.12	\$0.00
MCSAP Program Manager	\$77,814.88	\$4,095.52	\$81,910.40	\$0.00
MCSAP Program Specialist	\$133,221.92	\$7,011.68	\$140,233.60	\$0.00
SafetyNet Manager	\$56,474.08	\$2,972.32	\$59,446.40	\$0.00
Border Enforcement Officers	\$329,782.54	\$17,356.96	\$347,139.50	\$0.00
Enforcement Captains	\$10,505.00	\$552.90	\$11,057.90	\$0.00
MCSAP Investigators	\$337,145.13	\$17,744.49	\$354,889.62	\$0.00
Administrative Support	\$28,952.35	\$1,523.81	\$30,476.16	\$0.00
Regular Officers BEG Activities	\$11,615.72	\$611.35	\$12,227.07	\$0.00
BEG Business Specialist	\$46,168.25	\$2,429.91	\$48,598.16	\$0.00
Lieutenant	\$5,984.32	\$314.96	\$6,299.28	\$0.00
Enforcement Officers	\$264,011.38	\$13,895.32	\$277,906.70	\$0.00
Safety Program Field Supervisor	\$65,860.08	\$3,466.32	\$69,326.40	\$0.00
Salary Subtotal	\$1,603,284.26	\$84,383.36	\$1,687,667.62	\$0.00
MCSAP Overtime	\$24,244.95	\$1,276.05	\$25,521.00	\$0.00
Overtime subtotal	\$24,244.95	\$1,276.05	\$25,521.00	\$0.00
Personnel total	\$1,627,529.21	\$85,659.41	\$1,713,188.62	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
BEG Business Specialist	\$29,801.60	\$1,568.51	\$31,370.11	\$0.00
Regular Patrol Officers	\$150,765.12	\$7,935.00	\$158,700.12	\$0.00
BEG Enforcement Officers	\$212,874.63	\$11,203.93	\$224,078.56	\$0.00
Enforcement Officers	\$170,419.34	\$8,969.44	\$179,388.78	\$0.00
Regular Officers BEG	\$7,497.95	\$394.62	\$7,892.57	\$0.00
Enforcement Captains	\$6,780.98	\$356.89	\$7,137.87	\$0.00
Enforcement Lieutenants	\$3,862.87	\$203.31	\$4,066.18	\$0.00
MCSAP Overtime	\$15,650.11	\$823.69	\$16,473.80	\$0.00
MCSAP Program Manager	\$50,229.51	\$2,643.65	\$52,873.16	\$0.00
MCSAP Program Specialist	\$85,994.75	\$4,526.03	\$90,520.78	\$0.00
Safetynet Manager	\$36,454.02	\$1,918.63	\$38,372.65	\$0.00
MCSAP Investigators	\$217,627.17	\$11,454.06	\$229,081.23	\$0.00
MCSAP Administrative Support	\$18,688.74	\$983.62	\$19,672.36	\$0.00
Enforcement Major	\$1,410.61	\$74.24	\$1,484.85	\$0.00
Safety Program Field Supervisor	\$42,512.68	\$2,237.51	\$44,750.19	\$0.00
Fringe Benefits total	\$1,050,570.08	\$55,293.13	\$1,105,863.21	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Routine MCSAP Related Travel	\$59,600.48	\$3,136.87	\$62,737.35	\$0.00
Out-of-State Travel	\$133,674.50	\$7,035.50	\$140,710.00	\$0.00
In-State Training Travel	\$56,836.15	\$2,991.38	\$59,827.53	\$0.00
Travel total	\$250,111.13	\$13,163.75	\$263,274.88	\$0.00

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

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Supplies	\$21,153.16	\$1,113.32	\$22,266.48	\$0.00
Uniforms and Other Related Supplies	\$23,644.78	\$1,244.04	\$24,888.82	\$0.00
Supplies total	\$44,797.94	\$2,357.36	\$47,155.30	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
ProMiles	\$84,170.00	\$4,430.00	\$88,600.00	\$0.00
Auxilium Inc.	\$275,375.79	\$14,493.46	\$289,869.25	\$0.00
ePart Monthly Cloud Costs	\$166,842.53	\$8,781.19	\$175,623.72	\$0.00
MLEA	\$4,275.00	\$225.00	\$4,500.00	\$0.00
Services	\$3,552.05	\$186.95	\$3,739.00	\$0.00
CTS Smartcop	\$93,043.36	\$4,897.02	\$97,940.38	\$0.00
Contractual and Subaward total	\$627,258.73	\$33,013.62	\$660,272.35	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Communications	\$26.40	\$1.39	\$27.79	\$0.00
Utilities	\$24,957.62	\$1,313.56	\$26,271.18	\$0.00
Dues	\$35,720.00	\$1,880.00	\$37,600.00	\$0.00
Vehicle Mileage and Rental Costs	\$209,003.22	\$11,000.17	\$220,003.39	\$0.00
Job Candidate Expense	\$12,540.00	\$660.00	\$13,200.00	\$0.00
Other Costs total	\$282,247.24	\$14,855.12	\$297,102.36	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$3,882,514.33	\$204,342.39	\$4,086,856.72	\$0.00
Indirect Costs	\$439,500.63	\$23,131.56	\$462,632.19	NA
Total Costs Budgeted	\$4,322,014.96	\$227,473.95	\$4,549,488.91	\$0.00

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$4,322,015.00	\$227,474.00	\$4,549,489.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$682,423.00
MOE Baseline:	\$0.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$1,603,284.26	\$84,383.36	\$1,687,667.62	\$0.00
;;;Overtime Subtotal	\$24,244.95	\$1,276.05	\$25,521.00	\$0.00
Personnel Total	\$1,627,529.21	\$85,659.41	\$1,713,188.62	\$0.00
Fringe Benefits Total	\$1,050,570.08	\$55,293.13	\$1,105,863.21	\$0.00
Travel Total	\$250,111.13	\$13,163.75	\$263,274.88	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$44,797.94	\$2,357.36	\$47,155.30	\$0.00
Contractual and Subaward Total	\$627,258.73	\$33,013.62	\$660,272.35	\$0.00
Other Costs Total	\$282,247.24	\$14,855.12	\$297,102.36	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$3,882,514.33	\$204,342.39	\$4,086,856.72	\$0.00
Indirect Costs	\$439,500.63	\$23,131.56	\$462,632.19	NA
Total Costs Budgeted	\$4,322,014.96	\$227,473.95	\$4,549,488.91	\$0.00

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

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

- Yes
- Yes, uploaded certification document
- No

State Certification declaration:

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

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

Part 5 Section 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? Jeff Steeger
2. What is the title of your certifying State official? MCSAP Manager
3. What are the phone # and email address of your State official? 406-444-6732

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

- Yes
- Yes, uploaded certification document
- No

I, Jeff Steeger , certify that MONTANA 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

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

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

Yes No

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

Yes No

Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

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

- (1) As applicable to interstate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) If in addition to or more stringent than the FMCSRs, have a safety benefit, do not unreasonably frustrate the Federal goal of uniformity, and do not cause an unreasonable burden on interstate commerce when enforced;
- (2) As applicable to intrastate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) Fall within the limited variances from the FMCSRs allowed under 49 C.F.R. sections 350.305 or 350.307; and
- (3) As applicable to interstate and intrastate commerce involving the movement of hazardous materials, are identical to the HMRs.

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

None

Signature of Certifying Official: Brad Marten

Title of Certifying Official: Motor Carrier Services Administrator

Date of Certification: 08-19-2024

**NEGOTIATED RATES AGREEMENT
BETWEEN THE
MONTANA DEPARTMENT OF TRANSPORTATION
AND THE
FEDERAL HIGHWAY ADMINISTRATION**

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

The rates approved and contained herein are for use and may be charged to grant awards, cooperative agreements, and contracts with the Federal Government, to which 2 CFR 200 Subpart E and Appendix VII applies, subject to the limitations contained in Section IV.A of this agreement.

SECTION I: INDIRECT COST RATES

The indirect cost rate was negotiated by MDT and FHWA in accordance with the authority contained in 2 CFR 200, Appendix VII, Section E.

Rate Type: **FIXED with Carry Forward Adjustment**
Effective Period: **July 1, 2024, through June 30, 2025**
Rate: **11.32%**
Base: **Modified Total Direct Costs**

Applicable to: All service delivery programs laid out in the proposal, and not specifically exempted, or limited by law, or otherwise not applicable because special operating factors necessitate special indirect cost rates.

SECTION II: PAYROLL ADDITIVE/FRINGE BENEFIT RATES

The Payroll Additive Rate is applied against salaries and wages to recover employee fringe benefits and paid absences.

Department Rate	64.55%
Motor Pool Rate	74.93%
Equipment Bureau Rate	64.54%

TREATMENT OF FRINGE BENEFITS:

Fringe benefits are specifically identified to each employee and are charged to a project using the payroll additive rate. The fringe benefits claimed are FICA, retirement, group insurance, workers compensation insurance, and unemployment tax.

TREATMENT OF PAID ABSENCES:

Sick leave, vacation, holiday, and other paid absences are included as part of employee salaries and wages and are charged to a project using the payroll additive rate.

SECTION III: MATERIAL TEST RATE

The Materials Test Rate is applied to contractor payments on highway projects and is used to recover costs associated with the MDT Materials Lab.

Material Test Rate – 0.77%

SECTION IV: GENERAL

A. LIMITATIONS:

The rates in this agreement are subject to any statutory or administrative limitations and are reimbursable through grant, contract, or other agreement only to the extent that funds are available. Acceptance of these rates is subject to the following conditions: (1) Only costs incurred by MDT were included in its indirect cost pool as finally accepted. Such costs are legal obligations of MDT, except for MDT's share of the State of Montana Indirect Cost Allocation, and are allowable under the governing cost principles; (2) The same costs that have been treated as indirect costs are not claimed as direct costs; (3) Similar types of costs have been accorded consistent accounting treatment; and (4) The information provided by MDT, which was used to establish the rates, are not later found to be materially incomplete or inaccurate by the Federal Government. In such situations the agreement will be subject to reopening, and the rate(s) may be adjusted, and refunds made, if the proposal included unallowable costs.

B. ACCOUNTING CHANGES:

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

C. FIXED RATES:

This agreement and approval is for fixed indirect cost rates and is based on an estimate of the costs for the period covered by the rates. When the actual costs for this period are determined, an adjustment will be made to the rates for the subsequent State Fiscal Years to compensate for the difference between the costs used to establish the fixed rates and actual costs as required under 2 CFR 200 Appendix VII A.5 (or other reference for rate type as approved).

D. USE BY OTHER FEDERAL AGENCIES:

The rates in this Agreement were approved in accordance with the authority in 2 CFR 200 Subpart E and Appendix VII, and should be applied to grants, contracts, and other agreements covered by this regulation, subject to any limitations in Section I or IV.A above. Copies of this document may be provided to other Federal Agencies as a means of notifying them of this agreement.

E. OTHER:

If any Federal contract, grant, or other agreement is reimbursing indirect costs by means other than the approved rates in this agreement, MDT shall notify FHWA.

STATE DEPARTMENT OF
TRANSPORTATION

Montana Department of Transportation



Lawrence "Larry" Flynn, Acting Director

6/18/24

Date

BY THE COGNIZANT AGENCY ON BEHALF
OF THE FEDERAL GOVERNMENT:

U. S. Department of Transportation
Federal Highway Administration

LUCIA HAYDEE
OLIVERA

Digitally signed by LUCIA
HAYDEE OLIVERA
Date: 2024.06.18 11:49:31 -06'00'

Lucia Olivera, Division Administrator

June 18, 2024

Date

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

Sent: Tuesday, July 23, 2024 11:48 AM

To: Vietz, Kim <kvietz@mt.gov>

Cc: Handl, Megan <mhandl@mt.gov>; Marten, Brad <bmarten@mt.gov>; Toro, Charlena <charlenatoro@mt.gov>; Harris, Chavarria (FMCSA) <chavarria.harris@dot.gov>

Subject: [EXTERNAL] FMCSA Approval Of MDT's Final FMCSA Title VI Program Compliance Plan For FY 2025

Hi, Kim. Great! Thank you. I have reviewed Montana's Department of Transportation's final Title VI Program Compliance Plan for FY 2025 and find all elements identified in the FY 2025 FMCSA Title VI Program Compliance Plan Checklist. Therefore, Montana Department of Transportation's final Title VI Program Compliance Plan for FY 2025 is hereby approved.

As per my virtual presentation at the FMCSA MCSAP Conference on May 1, 2024, #5 of the **Unbiased Enforcement** portion of the **CMV Inspection Selection & Unbiased Enforcement Policies** section of the Plan Checklist (attached) requires the following: *Periodic monitoring by the Applicant of the effective implementation of this policy.* To provide context for this requirement, I am including my introductory paragraph and questions below which I will be providing to all MCSAP Grant applicants for FFY 2025. Please forward my paragraph and questions to the appropriate MDT representative to initiate MDT's consideration regarding how best to incorporate these questions into MDT's existing on-going monitoring approach for the safety of MDT personnel conducting enforcement activities. I am requesting a status e-mail response from MDT by December 31, 2024 letting me know how MDT is moving forward with incorporating the questions I am providing into its' existing on-going monitoring approach.

- **Nondiscrimination-Focused Questions** – Presently, certain personnel (primarily Captains/Lieutenants/Sergeants) from each LEA monitor the safety of Officers/Troopers conducting enforcement activities on a monthly-basis by reviewing dash cam recordings (and possibly body cam recordings if available). Additionally, the larger LEAs conduct Ride-Alongs to visually observe Officers/Troopers real-time. The proposed questions are applicable to enforcement activities regardless as to whether the given enforcement activity is CMV or non-CMV specific (except for approximately six MCSAP Grantees which are CMV-specific). I propose the incorporation of the following Nondiscrimination-focused questions to the existing questions focused on the safety of the Officers/Troopers to be used during reviews of dash cam recordings/Ride-Alongs:
 - What is the demeanor of the Officer/Trooper at the initiation of and throughout the conduct of the enforcement activity?
 - How does the driver respond to the Officer/Trooper at the initiation and throughout the conduct of the enforcement activity?

- If the driver indicates that she/he wants to file a complaint of discrimination, how does the Officer/Trooper respond?
- If the driver requires a language-assistance resource to communicate, how does the Officer/Trooper respond?
- Did the Officer/Trooper conduct the enforcement activity in conformance with the Agency's Unbiased Enforcement policy?
- If enforcement activity is CMV-specific, did the Officer/Trooper follow the Agency's CMV Inspection Selection Criteria when she/he determined to pull-over the CMV?

Please do not hesitate to let me know if MDT has any questions. Thanks again, Kim.

Lester

Lester Finkle

FMCSA National Title VI Program Manager

Memorandum

To: Brad Marten, MCS Administrator

From: Chris Dorrington, Director

Date: 07/01/2024

Subject: Motor Carrier Safety Assistance Program

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

I further designate these responsibilities to Brad Marten, Motor Carrier Services Administrator.

Sincerely,



Christopher Dorrington, Director

Copies: Larry Flynn, MDT Deputy Director
Jeff Steeger, MCSAP Manager

OFFICE OF THE GOVERNOR
STATE OF MONTANA

GREG GIANFORTE
GOVERNOR



KRISTEN JURAS
LT. GOVERNOR

February 2, 2021

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

Dear Director Long,

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Greg Gianforte".

Greg Gianforte
Governor

Copies: Brad Marten, Motor Carrier Services Administrator

FY 2025 Certification of MCSAP Conformance (State Certification)

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

1. The State has designated the MCS Division as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and the MCS Division to perform defined functions under the CVSP.
2. The State has assumed responsibility for and adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
3. The State will cooperate in the enforcement of financial responsibility requirements under 49 C.F.R. part 387.
4. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C §§ 13902 and 31134 by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
5. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved.
6. The Lead State Agency and any subrecipient of MCSAP funds have the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
7. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
8. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
9. The State will maintain the maintenance of effort required under 49 C.F.R. § 350.225.
10. The State requires that all reports required in the CVSP be available to FMCSA upon request, meets the reporting requirements, and uses the forms for recordkeeping, inspections, and investigations that FMCSA prescribes.
11. The State implements performance-based activities, including deployment and maintenance of technology, to enhance the efficiency and effectiveness of CMV safety programs.

12. The State dedicates sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data are collected and reported, and to ensure the State's participation in a national motor carrier safety data correction system prescribed by FMCSA.
13. The State will ensure that the Lead State Agency will coordinate the CVSP, data collection, and information systems with the State highway safety improvement program under 23 U.S.C. § 148(c).
14. The State will ensure participation in information technology and data systems as required by FMCSA for jurisdictions receiving MCSAP funding.
15. The State will ensure that information is exchanged with other States in a timely manner.
16. The laws of the State provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
17. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
18. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
19. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
20. The State will address activities in support of the national program elements listed in 49 C.F.R. § 350.203.
21. The State will ensure that detection of criminal activities and CMV size and weight enforcement activities described in 49 C.F.R. § 350.227(b) funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
22. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
23. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
24. The State has in effect a requirement that registrants of CMVS demonstrate their knowledge of the applicable FMCSRs, HMRs, or compatible State laws, regulations, standards, and orders on CMV safety.

25. The State will transmit to its roadside inspectors at the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 C.F.R. §§ 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
26. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. §31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
27. The State willfully participates in the performance and registration information systems management program under 49 U.S.C. §31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
28. The State will ensure that it cooperates in the enforcement of hazardous materials safety permits issued under subpart E of part 385 of this subchapter by verifying possession of the permit when required while conducting vehicle inspections and investigations, as applicable.
29. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
30. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 C.F.R. subpart D.

Date 08/14/2024

Signature Brad Marten