

# eCVSP

## WYOMING

### *Commercial Vehicle Safety Plan*

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

**Fiscal Years 2025 - 2027**

**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 2025 - 2027)
- Part 2: Crash Reduction and National Program Elements (FY 2025 - 2027)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2025 - 2027)
- 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

### 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.*

### WYOMING DEPARTMENT OF TRANSPORTATION (WYDOT) MISSION STATEMENT:

To provide a safe and effective transportation system.

Vision - Excellence in transportation.

WYDOT has five values that serve as a code of conduct for its employees:

- Respect
- Integrity
- Dedication
- Excellence
- Safety

**WYOMING HIGHWAY PATROL (WHP) MISSION STATEMENT:** To provide the highest level of safety, security and service.

**WYDOT'S GOAL:** The goals for the Department are:

1. Ensure a vibrant, safe and competent workforce.
2. Acquire and responsibly manage resources.
3. Provide safe, reliable and effective transportation systems.
4. Provide essential public safety services and effective communication systems.
5. Create and enhance partnerships with transportation stakeholders.
6. Encourage and support innovation.
7. Preserve our history and heritage.

**WHP's GOAL:** The goals for the WHP are:

1. Improve overall highway safety.
2. Development and care for our employees.
3. Committed to exceptional customer service.
4. Evaluate the structure of the agency to prepare for the future.
5. Excellent stewards of our resources.

**COMMERCIAL CARRIER SECTION'S GOAL:** Reduce crashes involving commercial motor vehicles and passenger vehicles through education and enforcement while developing partnerships with industry, government agencies and

the general public.

**Part 1 Section 3 - MCSAP Structure Explanation**

**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 checked="" type="radio"/>	<input 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 type="radio"/>	<input checked="" 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 type="radio"/>	<input checked="" type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

The Commercial Carrier Section of WHP has continued to increase our involvement in the program through inspections of commercial vehicles and drivers including passenger transportation vehicles and hazardous material carriers. Our involvement also includes conducting compliance reviews while providing safety talks and on site education to industry and the general public enhancing safety on Wyoming highways. The Wyoming Highway Patrol is the only agency that is authorized by state statute (31-18-301(c)) to conduct commercial carrier inspections and compliance review in the State of Wyoming.

WHP has 112 inspectors certified in Level 1 and 2 in Level 2 plus 47 inspectors certified in Level 3. Of the 99 Level 1 inspectors 4 are certified to conduct passenger carrier inspections, 3 are certified to conduct post crash inspections, 14 are certified to conduct hazardous material inspections and 9 are certified in cargo tank and other bulk packaging. WHP has 4 inspectors certified to conduct enhanced radiological shipment inspections. The majority of the CMV crashes statewide are investigated by the WHP troopers.

The Commercial Carrier Section consists of two managers and three civilian employees. The managers will continue to emphasize quality and monitor the program. The civilian employees are responsible for the monitoring, verifying and confirming of all expenditures to the grant, filing reports and making sure the State complies with all requirements of MCSAP. They are also responsible for the data quality of crashes and inspections along with maintaining our Safetynet and Inspect systems. There are two compliance review auditors conducting interstate and intrastate compliance reviews on carriers who have alerts in the CSA system, as well as completing the enforcement cases for the compliance reviews. There are two new entrant safety auditor that completes safety audits. WHP has 4 mobile inspector civilian positions that are dedicated to only inspections.



**Part 1 Section 4 - MCSAP Structure**

**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:	WYOMING HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	179
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	135
Traffic Enforcement Activities	173
Investigations*	4
Public Education and Awareness	0
Data Collection and Reporting	3
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	0
Enter total number of personnel participating in MCSAP activities	0
<b>National Program Elements</b>	<b>Enter # personnel below</b>
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	

<b>Non-funded Agency Information</b>	
Total number of agencies:	0
Total # of MCSAP Participating Personnel:	0

## 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 2025 - 2027 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

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 2019 - 2023

#### 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:** Actual # Fatalities

**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			
01/01/2023	12/31/2023	29	23	29
01/01/2022	12/31/2022	26	23	26
01/01/2021	12/31/2021	17	23	17
01/01/2020	12/31/2020	22	23	22
01/01/2019	12/31/2019	35	23	35

**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 # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2023	12/31/2023	2	0	2
01/01/2022	12/31/2022	1	0	1
01/01/2021	12/31/2021	2	0	2
01/01/2020	12/31/2020	2	0	2
01/01/2019	12/31/2019	1	0	1

**Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL**

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

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

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

**Goal measurement as defined by your State:** Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2023	12/31/2023	3	2	3
01/01/2022	12/31/2022	1	2	1
01/01/2021	12/31/2021	1	2	1
01/01/2020	12/31/2020	1	2	1
01/01/2019	12/31/2019	0	2	0

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

Safetynet- August 5, 2024 In 2020 and 2021 CMV fatalities were down significantly from 2019. This was due to COVID 19 and less people being on the roads because of teleworking etc. The majority of the crashes are weather related. In 2022 and 2023 things were getting back to normal since COVID 19. The Hazmat fatality reported in 2020 was caused by a weather incident and the driver was not at fault, 2021 the driver was not at fault as the other vehicle crossed the center line, 2022 the CMV was not at fault as an intoxicated pedestrian walked in front of the CMV and in 2023 two of the fatals were not CMV fault. The one that was, the driver ran off the road and overturned. The Motorcoach fatalities were also weather related.

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

In 2023 WYDOT was not able to achieve the goal this year pertaining to CMV fatals. There has been a small upward trend since COVID 19. WYDOT has been diligent with utilizing the Dynamic Message Signs and Variable Speed Limit Signs warning drivers of impending, dangerous conditions and obstacles ahead. Some of the contributing factors for crashes in our high crash corridors are out-of-state drivers not familiar with the vast open terrain and steep mountainous areas where weather is very unpredictable. The sun could be shining at one point and then 10 miles ahead it could be white out conditions with blowing snow and slick roads.

Lessons learned - WYDOT and WHP have evaluated the variable speed limit signs along I-80 and have come to the conclusion that in inclement weather, if the speed limit is reduced and posted roadside it helps with the crashes in that area. Rolling closures has become instrumental with controlling crashes. WYDOT currently has 212 Variable Speed Limit Sites and 155 Dynamic Message Sign Sites. There are plans to continuously add and maintain the signs. The variable message signs are to help warn the motoring public, both CMV's and passenger vehicles, of potential hazardous conditions ahead (such as, weather, crashes, construction zones, roads conditions and any other problem they may encounter on this route).

WYDOT is working on a program for Connected Vehicle Technology through USDOT-funded grant. The goal is to improve the safety and mobility of freight traffic on the I-80 corridor. This project is ongoing and have had success with it.

Recently, there have been updates to the Commercial Vehicle Operator Portal to make the information easier to access and to include real-time information in addition to the forecast information that was already being provided to make access to information easier for drivers and dispatchers. The 511 system is to alert drivers to work zones, parking locations, weather, closed roads and any warnings.

WYDOT has conducted feasibility studies identifying locations where variable message signs, variable speed limit signs, rumble strips in the centerlines of the highways, pavement markings outlined in black (Thermoplastic Markings) for better visibility, adding additional lanes and adding additional passing lanes would enhance highway safety in areas defined as high crash or reduced visibility. It was determined that there will be 9 projects of passing and widening of lanes from 2 to 5 to allow for continued and improved capacity for all motor vehicles. There will be 2 projects around the Casper area (US26), 3 projects in the Jackson (Alpine/Thayne) area, 3 projects will be Gillette/Douglas (Hwy 59) areas and one will be in the Hudson to Riverton stretch on Hwy 89 for passing and widening lanes. There will be additional signage and out of pavement ice detection systems added which videos the road for weather accumulation of snow or precipitation then once a target is reached then it triggers the speed changes on the variable signs. An additional Vehicle Arrestor System is planned for WY22 (Teton Pass). Slope flattening will occur on US 287, US20/WY789, and US310/WY789. Those are all mountainous areas that are treacherous during the winter months. All of the projects described have been completed and additional areas are being identified for updating. Additional upgrading of lighting is scheduled for 2025-2027 along I25 and I80 in Cheyenne and Highway 59.

Wyoming Highway Patrol had 2 fatalities in 2023 for passenger transportation vehicles. Passenger transportation crashes equals less than 1% of the total CMV crashes. There were 62 passenger transportation vehicles involved in crashes during 2023. Of this total, only 17 were federally reportable with 2 fatalities. The hazmat crashes had a slight increase. This is seen as uncustomary based on the past years numbers. This will be watched.

Lessons learned - Due to the heavy mine/energy commuter traffic (which includes passenger transportation vehicles) WYDOT has determined that passing lanes and center turning lanes are vital as indicated by the numerous projects. WYDOT continually performs feasibility research to determine where any additional lanes are needed.

WYDOT did not meet the Hazardous Materials Fatality goal in 2023. In 2023, there were 54 crashes involving hazardous materials of the total 1898 CMV crashes resulting in 2.84% of the total crashes. There were more HM crashes in 2023 than in 2022 due to the increase traffic of mining and oil production trucks into and out of WY.

**Narrative Overview for FY 2025 - 2027****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.**

Wyoming Highway Patrol continues to recognize that there is a problem with out-of-state drivers operating in Wyoming. Three of the four high crash corridors are also areas for severe crosswinds which cause blow overs of high profile, light trailers and empty vehicles. Out-of-state drivers do not realize that in the vast open terrain and steep mountainous areas how much the weather can affect the driving conditions. Wind is a huge factor in these areas as there is nothing to block the wind like buildings in urban areas. Wind will cause limited visibility (whiteouts) when it is snowing or cause dust storms in the plains. There is also a possibility of dense fog along these routes due to the rapid changes in Wyoming weather.

Out-of-state drivers: 2019 - 28 (93%), 2020 - 61 (92%), 2021 - 12 (71%), 2022 - 18 (69%), 2023 - 23 (79%)

High wind crashes: 2019 - 30, 2020 - 66, 2021 - 97, 2022- 75, 2023 - 27

**Enter the data source and capture date:**

Safetynet - August 05, 2024

**Projected Goal for FY 2025 - 2027:**

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
2025	4
2026	4
2027	4

Reduction of crashes overall by 12%. This is a lofty goal, but one that is focused on. The bar is set high.

**Program Activities for FY 2025 - 2027: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.**

The activities that Wyoming will perform to aid in the reduction of crashes are the following:

Warnings or closures will be listed on Dynamic Message Signs to conditions and reduced speeds on Variable Speed Limit signs in areas where the weather and wind is a factor. Obtain crash reports where the Commercial Carrier Section will review and determine causation factors monthly. Commercial Carrier Section will also review the investigator's comments to determine if there is something else WHP can do to help prevent these types of crashes.

WYDOT is continuing to increase the variable message signs and variable speed limit signs in areas they determine are high crash areas. WYDOT is also placing rumble strips in the center lane on highways where the crashes are crossing the centerline. WYDOT will continue the use of Rolling Closures.

WHP will continue to conduct multiple inspection details throughout the year to identify hazardous vehicles and drivers. There are approximately 12 large details and then multiple smaller ones conducted. It is dependent upon weather and staff availability. The larger details include approximately 6 inspectors and the smaller details include approximately 3-4. The mobile team will address specific areas of concern.

There is continued outreach with the public, doing live streaming feed, safety moments for the local new stations, and updating and adding to Facebook and other social medias for safety tips and reminders. None of this is paid for with MCSAP funding, but it attributes to our dedication to safety and are hoping that this will lower crashes.

A newer program was implemented in 2021 with the local community college to go into the CDL training classes and do education for new drivers. The trainings are put on by Level 1 inspectors or instructors. There are approximately 4 trainings per year. This has been well received by the new CDL drivers.

***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.***

Activity will be measured by the total number of monthly crashes and number of staff hours spent reviewing the crash reports. Comparing the outcome to last year by month to see if there is a change in the number of total crashes, number of fatalities and number of injuries in the high crash corridor areas.

Activity will also be measured by the number of times the following high wind variable messages are posted:

No light trailers

Closure to Light, High Profile Vehicles

Extreme Blow Over Risk

Strong Winds

Dense Fog Ahead

Activity will be measured by the variable speed limit signs and speed reduced in the mountainous areas due to weather or obstacles that impede traffic. This will be compared to the previous year's numbers and may determine if a change in messaging needs to occur or if more signs are needed in areas where crashes are increasing.

Will also check with WYDOT on the process of installing rumble strips in the centerline of highways, especially two lane highways where crossing over the centerline is an issue.

**Part 2 Section 3 - Roadside Inspections**

*In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2025 - 2027. 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 2019 - 2023**

Inspection Types	2019	2020	2021	2022	2023
Level 1: Full	3910	3291	4050	5579	6241
Level 2: Walk-Around	1490	1141	1159	1815	2499
Level 3: Driver-Only	7053	5658	8353	6371	4796
Level 4: Special Inspections	0	0	1	0	0
Level 5: Vehicle-Only	120	189	209	151	223
Level 6: Radioactive Materials	0	0	0	0	0
<b>Total</b>	<b>12573</b>	<b>10279</b>	<b>13772</b>	<b>13916</b>	<b>13759</b>

**Narrative Overview for FY 2025 - 2027**

**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.**

Wyoming transitioned from Aspen to Inspect on 11/1/2022.

**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.**

Most inspections are conducted on a random basis unless we conduct level 5 inspections on passenger carriers. Troopers are working statewide as assigned by WHP staff. Inspections are conducted both roadside and at fixed facilities (mainly at the 14 ports of entry) by both sworn officers and civilian inspectors. CMV's are required by state statute (31-18-301[c]) to stop and clear our ports of entry and submit the vehicle and/or driver to an inspection of their paperwork and equipment before being allowed to operate on Wyoming highways. Wyoming Highway Patrol will check the carrier's operating authority and check for out-of-service orders on carriers at both roadside and fixed facilities. Wyoming Highway Patrol also has five MEET teams (Mobile Education Enforcement Team) that go out in remote/rural areas where there are no scales and where there is heavy CMV traffic. The MEET teams have Haenni-Loadometer scales. During these details they weigh vehicles, check paperwork and conduct vehicle/driver inspections (levels 1, 2 & 3). In addition to this, there will be three inspectors dedicated to only doing inspections. These are new positions to enhance increased inspections.

Electronic screening is also used for inspections. PrePass and Drivewyze are used throughout the state.

**Projected Goals for FY 2025 - 2027**

**Instructions for Projected Goals:**

*Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2025 - 2027. 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:** WYOMING HIGHWAY PATROL

**Enter the total number of certified personnel in the Lead agency:** 179

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6000	178	186	6364	47.00%
Level 2: Walk-Around	2000	155	3	2158	15.94%
Level 3: Driver-Only	5000	8	11	5019	37.07%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Sub-Total Lead Agency</b>	<b>13000</b>	<b>341</b>	<b>200</b>	<b>13541</b>	

**MCSAP subrecipient agency**

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

**Subrecipient is:** 0

**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	%
<b>Sub-Total Subrecipients</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Non-Funded Agencies**

Total number of agencies:	0
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2025:	

**Summary**

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
<b>MCSAP Lead Agency: WYOMING HIGHWAY PATROL</b>					
<b># certified personnel: 179</b>					
<b>Subrecipient Agencies: 0</b>					
<b># certified personnel: 0</b>					
<b>Number of Non-Funded Agencies: 0</b>					
<b># certified personnel:</b>					
<b># projected inspections:</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6000	178	186	6364	47.00%
Level 2: Walk-Around	2000	155	3	2158	15.94%
Level 3: Driver-Only	5000	8	11	5019	37.07%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Total MCSAP Lead Agency &amp; Subrecipients</b>	<b>13000</b>	<b>341</b>	<b>200</b>	<b>13541</b>	

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

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

Projected Goals for FY 2026 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	13000	0	0	13000
Enter total number of certified personnel	178	0	0	178
Projected Goals for FY 2027 Roadside Inspections				
Enter total number of projected inspections	13000	0	0	13000
Enter total number of certified personnel	178	0	0	178

**Part 2 Section 4 - Investigations**

*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 2019 - 2023**

<b>Investigative Types - Interstate</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Compliance Investigations	23	27	8	28	60
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
<b>Total Investigations</b>	<b>23</b>	<b>27</b>	<b>8</b>	<b>28</b>	<b>60</b>
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

<b>Investigative Types - Intrastate</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
<b>Total Investigations</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

**Narrative Overview for FY 2025 - 2027**

**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 2025 - 2027**

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2025 - 2027.

Projected Goals for FY 2025 - 2027 - Investigations						
Investigation Type	FY 2025		FY 2026		FY 2027	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	20	0	20	0	20	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0	0
<b>Total Investigations</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

Each investigator has a goal of 30 compliance investigations each per year. The other figures are estimates as the investigators can only work within their state. They may have Interstate carriers assigned to them but find that they are not primarily based out of WY and so they are not able to work it or they investigate Intrastate carriers and find they do Interstate trips. The investigators find out after they research each company they are assigned. Update 8/6/25 The compliance investigations were reduced from a total of 60 to 20. Ten for each investigator. The reduction was made as the investigators have additional duties such as Data Q's. Wyoming has one seasoned investigator and one new investigator that is still learning. The investigation process is also becoming more in depth with the new FMCSA sample requirements. This doubles the amount of time that an investigation takes. The investigators are also Trainers and are required to train all inspectors and travel the state. They are also still required to maintain their own inspection certifications and inspection goals. The reduction made sense.

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

WHP has two dedicated personnel that conduct Carrier Intervention investigations. Both investigators have received all certifications. The goals show a measureable plan and the safety auditors are working diligently on needed or past due audits.

The number of compliance reviews and investigations conducted are assigned by the FMCSA Wyoming Division Administrator for interstate carriers and as assigned by Commercial Carrier Section Lieutenant for intrastate carriers. There are no numbers listed for intrastate as it is on a need to do basis. I did not find that any had been done during the reporting period.

Update 12/11/2024 Updated Investigation goals per guidance from local fmcsa office.

***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.***

**Brief Introduction:**

Wyoming Highway Patrol has been conducting safety audits since September of 2005. We work closely with the Wyoming Division Administrator to accomplish contacting as many carriers as possible with the manpower we have and providing guidance and assistance to the carriers. Currently we have two compliance auditors. One is a recent hire that recently completed all necessary trainings and is up to speed and the second is experienced and conducting safety audits.

**Problem Statement:**

The problem is identified by FMCSA- Wyoming Division and they assign the New Entrant audits to our compliance auditors.

**Performance Objectives:**

Successfully complete all safety audits assigned on or before the identified due date.

**Activity Plan:**

Compliance auditors during process of completion of the safety audit assist the carriers to understand the regulations identified in the safety audit, as well as, provide additional information/resources to help the carrier come into and remain in compliance.

**Measurement Plan:**

WHP monitors the activities performed by the compliance auditors on a weekly basis and report it on our quarterly report to FMCSA.

Measureable outputs will be figured on the number of contacts and audits conducted from the total number assigned to the auditors.

**Part 2 Section 5 - Traffic Enforcement**

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 2019 - 2023**

**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		
01/01/2023	12/31/2023	3655	2294
01/01/2022	12/31/2022	3402	2982
01/01/2021	12/31/2021	3935	3348
01/01/2020	12/31/2020	3987	2615
01/01/2019	12/31/2019	4259	6537

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

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

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

Citation information was retrieved from our Brazos and E-citation programs. Capture date was August 26, 2024. For 2019, Wyoming was in the converting stage from handwritten to e-citations and those citations are only available from the Wyoming Supreme Court and are archived. Records department has downsized and are not inputting citations and warnings on a consistent basis as there is no monetary value tied to them so the figure would not be accurate. If an inspector does conduct CMV traffic enforcement without an inspection, it is not expended to the MCSAP grant. Those numbers are not recorded as they are not part of the MCSAP program.

**Narrative Overview for FY 2025 - 2027**

**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](#).

Wyoming does not conducting CMV traffic enforcement without an inspection. If this should occur then these stops are not expended to the MCSAP grant, because of this there is no data to report. All troopers are Level 3 and Level 1. They are instructed to complete an inspection if a CMV is stopped. This ties into our plan to increase inspections as well as purchasing additional equipment such as lidars for more targeted enforcement. Conducting work zone details is another way Wyoming is looking to increase traffic enforcement.

**Projected Goals for FY 2025 - 2027**

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2025 - 2027. 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 2025	FY 2026	FY 2027
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	4897	5000	5000
<input checked="" type="radio"/>	<input type="radio"/>	CMV Non-Inspection	250	250	250
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0		
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	400	400	400

**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.**

Wyoming does conduct CMV traffic enforcement without an inspection and non-CMV traffic enforcement stops, but these stops are not expended to the MCSAP grant.

As of 12/11/24 there was clarification from local federal office that Wyoming can begin to perform CMV Non Inspection and not meet the average number of 2014/2015 safety activities with out any negative results. (MOE).

**Part 2 Section 6 - Safety Technology**

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	No
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:** Wyoming Highway Patrol/WY Dept of Transportation

**Enter the agency name responsible for PRISM in the State:** Wyoming Highway Patrol/WY Dept of Transportation

**Narrative Overview for FY 2025 - 2027**

**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.).**

WYDOT is currently at Full Participation for Prism (IRP) and Core Compliant for ITD. The agency name responsible for ITD in the State: Wyoming Highway Patrol/WY Dept of Transportation. The agency name responsible for PRISM in the State: Wyoming Highway Patrol/WY Dept of Transportation. There are no specific activities outlined in the ecvsp as we have been granted High Priority money to make ITD improvements. We are currently working on a new Program Plan/Top Level Design to add to our ITD technologies.

**Program Activities for FY 2025 - 2027: 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.**

Wyoming is at Enhanced Participation.

Update 12/11/24. Wyoming had a Prism review and is now Prism Enhanced.

**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).**

Wyoming maintains monthly statistical reports for all areas to submit the PPR in an accurate manner.

**Part 2 Section 7 - Public Education and Outreach**

*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 2019 - 2023**

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

<b>Public Education and Outreach Activities</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Carrier Safety Talks	26	32	37	44	52
CMV Safety Belt Education and Outreach	41	38	42	44	52
State Trucking Association Meetings	5	5	5	5	5
State-Sponsored Outreach Events	177	79	187	42	172
Local Educational Safety Events	89	52	90	42	90
Teen Safety Events	85	90	100	100	80

**Narrative Overview for FY 2025 - 2027**

**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.**

Wyoming Highway Patrol strives to reduce CMV versus passenger vehicle crashes by increasing general public awareness.

Wyoming Highway Patrol conduct training on safety issues to the general public. Billboards will continue to be placed in the six designated areas in the high crash corridors. The billboards were recently replaced and updated with all FMCSA required logos. Brochures and all information regarding driving in mountainous and unpopulated areas will be distributed along the high crash corridors and at the ports of entry. Alive at 25 is a program that Safety puts on throughout the state at approximately 100 times a year with over 1000 attendees each year on average. This is counted as part of Teen Safety Events.

The Safety and Training officer has begun to utilize public sites such as Facebook to post videos that were specifically created for commercial vehicles.

WHP and Wyoming Trucking Association team up to educate the public pertaining to Human Trafficking. They reach out to drivers during Truck Driver Appreciation Week by handing out brochures, decals and prepared information (dvd's etc). There are carrier presentations and education at CDL schools. In the winter, there are planned events at Truck Stops along I-80 to educate for the signs of human trafficking. Human trafficking brochures are at all ports.

There are supported efforts with all WYDOT agencies to promote safety in Work Zones. Virtual signs, patrol cars posted with increased enforcement , social media releases.

All employees are included in the number of personnel that participates in this effort as safety is the number one priority. Some of the trainings cross over into the other line items.

**Projected Goals for FY 2025 - 2027**

**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 2025	FY 2026	FY 2027
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	25	25	25
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	5	5	5
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	6	6	6
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	3	3	3
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	3	3	3
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	80	80	80

**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.**

This will be measured by the number of troopers and hours spent for training the general public and number of brochures of information passed out. This will also be measured by the attendance of the outreaches.

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

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

**SSDQ Compliance Status**

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

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	No

Available data sources:

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

**Enter the agency name responsible for Data Quality:** Wyoming Highway Patrol-Commercial Carrier Section

**Enter the agency or agencies name responsible for DataQs:** Wyoming Highway Patrol-Commercial Carrier Section

**Enter the agency name responsible for the Crash Data Repository:** Wyoming Highway Patrol-CCS/Highway Safety

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 2025 - 2027.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2025	Goal for FY 2026	Goal for FY 2027
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.**

Snapshot taken on 08/05/2024 from A&I Online (FMCSA SSDQ website).

**Narrative Overview for FY 2025 - 2027**

**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.).**

Wyoming is green in all safety data elements and does not consider data quality to be a problem at this time.

The new IRP/IFTA system that Motor Vehicle Services has converted to has been a great success. There are blips in the data but not enough to lower our scores. Data Quality is taken very seriously and if there are ever any issues we work diligently and swiftly to have them resolved.

***Program Activities FY 2025 - 2027: 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.***

We have a "Good" rating in all categories.

Wyoming has consistently excelled with Data Quality. WHP does not have any prescribed activities except for what our daily duties are to complete our job tasks. The Commercial Carrier Section Data Team downloads and uploads daily. The crashes and inspections are reviewed for errors and resolved before uploading.

The team consists of three people. One person focuses on crashes. One person focuses on inspections. The third person is back up and support for the first two.

Data Q's are reviewed by the CR's and Commercial Carrier Lt. Any changes made are completed by the Data Quality Team. The CR's and Lt do safety talks with CDL schools with the trucking association and with carriers to educate them concerning Data Q's. The CR's are the first level of data q responses then if it needs to be reviewed any further then it is escalated to the Lt. After that, we either consult with or turn it over to FMCSA for additional guidance and input.

***Program Activities FY 2025 - 2027: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.***

Wyoming currently has 4 people that review the Data Q requests. They are part of the Commercial Carrier Section. The requests are typically reviewed once a day. If the responses are not acceptable to the carrier then the requests are elevated to one of the supervisors (Lt or Capt) of the Commercial Carrier Section. At that time, they review the responses and determine if any adjustments need to be made. If the carrier does not agree with the decision then it gets forwarded to FMCSA for their input and response. All employee's with the Wyoming Highway Patrol responding to the RDR's utilize the Data Q's Users Guide and Best Practices Manual for consistency, along with any other guidance or DQ fact sheets that have been provided. The respondent's to the RDR's also check with each other when questions or clarifications are needed to accurately respond to the RDR's.

***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.***

Wyoming maintains monthly statistical reports for all areas to submit the PPR in an accurate manner.

**Part 2 Section 9 - New Entrant Safety Audits**

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 checked="" type="radio"/>	<input 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 2019 - 2023**

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

New Entrant Safety Audits	2019	2020	2021	2022	2023
Interstate	58	63	0	29	91
Intrastate	0	0	0		0
<b>Total Audits</b>	<b>58</b>	<b>63</b>	<b>0</b>	<b>29</b>	<b>91</b>

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 2025 - 2027**

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: <a href="#">New Entrant website (NEWS)</a>	
Date information retrieved from NEWS Dashboard to complete eCVSP	08/06/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	432
Current Number of Past Dues	148

**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 2025 - 2027**

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

Projected Goals for FY 2025 - 2027 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2025		FY 2026		FY 2027	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	90	0	90	0	90	0
# of Safety Audits (Offsite)	0	0	0	0	0	0
# Group Audits	0	0	0	0	0	0
<b>TOTAL Safety Audits</b>	<b>90</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>90</b>	<b>0</b>
# of Non-Audit Resolutions	0	0	0	0	0	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.

Wyoming Highway Patrol has been conducting safety audits since September of 2005. We work closely with the Wyoming Division Administrator to accomplish contacting as many carriers as possible with the manpower we have and providing guidance and assistance to the carrier. It is challenging to control the on-site vs off-site as it is controlled by the carrier and their issues or concerns. Manpower has been a challenge for us. We currently have 1 trained safety auditor and another that is in training. The second position was a new add as WY recognizes that we are still behind in this area. The new auditor will be primarily focused with New Entrant Audits as this has been internally identified as an area that needs improvement. The position will alleviate the burden on the existing compliance auditors. We have only had one for the past few years. The minimum requirement for a safety auditor is 45 per year. Since there are two at this time, the goal is set at a minimum of 90. The state looks to see an impact with the new position approximately the beginning of the 1st FY Quarter 2025. The safety auditors are also expected to work Data Q's, maintain certifications for Level 1's and instruct as well.

**Activity Plan for FY 2025 - 2027:** 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.

With the newly created positions concerning safety auditors and compliance reviewers, Wyoming is actively trying to reduce the number of audits assigned to them and to decrease the number of past dues. This has been an area of focus for the past few years and will continue to be in the forefront. Auditors assist carriers to understand the regulations identified in the safety audit. They also provide additional information/resources to help the carrier come into and remain in compliance. No group audits are planned at this time.

**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.

WHP monitors the activities performed by the compliance auditors on a weekly basis and report it on our quarterly report to FMCSA. Measureable outputs will be figured on the number of contacts and audits conducted from the total number assigned to the auditors.

**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 2025 - 2027).*

**Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities****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

#### Instructions:

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

#### Check this box if:

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

### Part 3 Section 4 - State Specific Objectives – Past

#### Instructions:

Describe any State-specific CMV problems that were addressed with FY 2024 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 2024 CVSP.

#### Progress Report on State Specific Objectives(s) from the FY 2024 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2024 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.**

Reducing CMV crashes by utilizing enforcement efforts within marked construction work zones and congested areas immediately before and after construction work zones.

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

As this is seen as a National Emphasis, WY will develop a plan for enforcement to be more visible at construction work zones.

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

Wyoming does not have a specific written plan, but does have specific procedures that are followed.

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

Wyoming has identified that having a fluid process with the ability to adjust to any changes is more feasible than an actual written plan. There were difficulties coordinating work zone activities; however WHP is growing the MCSAP full time unit to accommodate for such things as work zone initiatives.

### Part 3 Section 5 - State Specific Objectives – Future

#### 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 2025 - 2027. 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.**

Work zone details.

##### **Narrative Overview for FY 2025 - 2027**

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

The increase of work zone details to aid in the reduction of CMV crashes in a work zone. CMV work zone crashes for 2023 was 95, 2022 was 121 and 2021 was 93 per Highway Safety data. The trend is favorable, but still needs to be consistent and focused on.

##### **Projected Goals for FY 2025 - 2027:**

##### **Enter performance goal.**

This is a new activity for Wyoming. We are looking at doing 5 details focused on work zones for 2025. After that we will reevaluate the value of the activity and determine the goals at that time.

##### **Program Activities for FY 2025 - 2027: Describe the activities that will be implemented including level of effort.**

The work zone details would include two or more MCSAP inspectors/troopers to perform details that would allow them to be visible through construction work zones during high traffic times.

##### **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.**

The information will be compiled and monitored by the Grant Manager on a monthly basis to report the progress on the quarterly PPR's.

#### State Objective #2

##### **Enter the title of your State-Identified Objective.**

Expand out MEET (Mobile Education Enforcement Team) details. The objective for the MEET team is the enforcement of 49 CFR and State Statutes for Size and Weight.

##### **Narrative Overview for FY 2025 - 2027**

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

Expand our MEET (Mobile Education Enforcement Team) details. We will be taking into consideration manpower and not putting a burden on the troopers where we are already short handed due to employee separations. The objective for the MEET team is the enforcement of 49 CFR and State Statutes for Size and Weight.

**Projected Goals for FY 2025 - 2027:****Enter performance goal.**

The goal is to increase MEET details by 1.5% each year in 2025-2026 and 2026-2027.

**Program Activities for FY 2025 - 2027: Describe the activities that will be implemented including level of effort.**

Utilize the Mobile Meet team to specific areas of the state where there has been an increase of identified issues.

**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.**

The information will be compiled and monitored by the Grant Manager on a monthly basis to report the progress on the quarterly PPR's.

## State Objective #3

**Enter the title of your State-Identified Objective.**

The increase of MCSAP inspector personnel numbers.

**Narrative Overview for FY 2025 - 2027****Problem Statement Narrative: Describe problem identified by performance data including baseline data.**

WHP is down pertaining to inspectors and need to boost the numbers. We need the manpower to stay on top of requirements. (Inspections/details etc.) In 2022 we had 91 inspectors, 2023 there were 91 as well and in 2024 there was a slight increase to 106.

**Projected Goals for FY 2025 - 2027:****Enter performance goal.**

WHP is pursuing the increase of inspectors by 2.5% in 2025-2026 and 2026-2027.

**Program Activities for FY 2025 - 2027: Describe the activities that will be implemented including level of effort.**

The anticipated increase will come mostly from Troopers moving to Level 3 and Level 1 over the next couple of years. The trainings are already scheduled and moving forward.

**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.**

The information will be compiled and monitored by the Grant Manager on a monthly basis to report the progress on the quarterly PPR's.

## 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.

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$2,898,459.00	\$152,550.00	\$3,051,009.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$457,651.00
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):	\$457,651.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
POE Quality Control Analyst	1	10.0000	\$77,417.60	\$7,741.76	\$7,354.67	\$387.09	\$0.00
Level 3 Troopers	50	1.0000	\$68,228.16	\$34,114.08	\$32,408.38	\$1,705.70	\$0.00
MC Lieutenant	1	95.0000	\$90,209.60	\$85,699.12	\$81,414.16	\$4,284.96	\$0.00
MC Captain	1	5.0000	\$99,507.20	\$4,975.36	\$4,726.59	\$248.77	\$0.00
Sr Accountant	1	85.0000	\$59,820.80	\$50,847.68	\$48,305.29	\$2,542.39	\$0.00
POE Supervisor/Mgr	8	3.0000	\$53,372.80	\$12,809.47	\$12,169.00	\$640.47	\$0.00
Level 1 POE Insp	13	9.0000	\$41,662.40	\$48,745.00	\$46,307.75	\$2,437.25	\$0.00
Lvl 3 POE Insp	28	4.0000	\$41,662.40	\$46,661.88	\$44,328.78	\$2,333.10	\$0.00
Level 1 Troopers	15	2.0000	\$62,004.80	\$18,601.44	\$17,671.37	\$930.07	\$0.00
CR Inspectors	3	100.0000	\$68,536.00	\$205,608.00	\$195,327.60	\$10,280.40	\$0.00
MC Troopers	4	10.0000	\$68,182.40	\$27,272.96	\$25,909.31	\$1,363.65	\$0.00
Acct Analyst	1	85.0000	\$65,187.20	\$55,409.12	\$52,638.66	\$2,770.46	\$0.00
Sr Acct Analyst	1	85.0000	\$77,417.60	\$65,804.96	\$62,514.71	\$3,290.25	\$0.00
POE Specialist (Insp)	4	100.0000	\$41,600.00	\$166,400.00	\$158,080.00	\$8,320.00	\$0.00
MC Troopers - Sworn	4	100.0000	\$68,182.40	\$272,729.60	\$259,093.12	\$13,636.48	\$0.00
MC Sergeant/Supervisor	1	100.0000	\$82,000.00	\$82,000.00	\$77,900.00	\$4,100.00	\$0.00
<b>Subtotal: Salary</b>				<b>\$1,185,420.43</b>	<b>\$1,126,149.39</b>	<b>\$59,271.04</b>	<b>\$0.00</b>
Overtime Project Costs							
Overtime	25	4.0000	\$160,000.00	\$160,000.00	\$152,000.00	\$8,000.00	\$0.00
<b>Subtotal: Overtime</b>				<b>\$160,000.00</b>	<b>\$152,000.00</b>	<b>\$8,000.00</b>	<b>\$0.00</b>
<b>TOTAL: Personnel</b>				<b>\$1,345,420.43</b>	<b>\$1,278,149.39</b>	<b>\$67,271.04</b>	<b>\$0.00</b>
<b>Accounting Method:</b>	<b>Modified Accrual</b>						

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

WHP figures salaries on actual time not percent of time. This grant application only allowed for percent of time so the figures below will be a little different as the table.

Overtime was calculated by taking an estimated amount of staff and an estimated percentage of time to calculate the cost. WHP estimates how many details that could have overtime, workzone details, etc. This is all a best guess. An example of this is: The Level 1 trooper cost per hour was multiplied by 1.5 to come up with the ot cost per hour and total project cost. The reason for the CR Inspectors increase is due to the fact that there are now 3 inspectors, up from 2 postions. MC Lieutenant position has evolved to include additional MCSAP activites.

SWORN PERSONNEL:	COST PER HOUR	% OF TIME	TOTAL COSTS
Motor Carrier Troopers	\$32.78	10	\$68,182.40
Level 1 Troopers/Insp	\$29.81	2	\$21,081.63
Level 3 Trooper/Insp	\$24.85	1	\$75,050.97
Motor Carrier Lieutenant	\$43.37	75	\$67,657.20
Motor Carrier Captain	\$47.84	20	\$18,906.36
Training Hrs for Inspectors	\$29.81	5	\$41,350.40
<b>CIVILIAN PERSONNEL:</b>			
POE Level 1 Inspectors	\$25.66	7	\$37,912.78
POE Level 3 Inspectors	\$20.03	33	\$46,661.88
CR Inspectors	\$32.95	95	\$195,327.60
Senior Accountant	\$28.76	85	\$59,820.80
Accounting Analyst	\$31.34	85	\$65,187.20

Senior Accounting Analyst	\$37.22	85	\$77,417.60
POE Specialist (Inspectors)	\$19.85	95	\$70,728.32
POE Quality Control Specialist	\$37.22	5	\$3,677.34

### 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
POE Specialist (Inspector)	70.5900	100.0000	\$166,400.00	\$117,461.76	\$111,588.67	\$5,873.09	\$0.00
Overtime	71.8700	100.0000	\$152,000.00	\$109,242.40	\$103,780.28	\$5,462.12	\$0.00
Level 1 Troopers	71.8700	100.0000	\$18,601.44	\$13,368.85	\$12,700.41	\$668.44	\$0.00
MC Troopers	70.5900	100.0000	\$27,272.96	\$19,251.98	\$18,289.38	\$962.60	\$0.00
POE Supervisors	70.5900	100.0000	\$12,809.47	\$9,042.20	\$8,590.09	\$452.11	\$0.00
Lvl 1 POE Insp	70.5900	100.0000	\$48,745.00	\$34,409.09	\$32,688.64	\$1,720.45	\$0.00
Lvl 3 POE Insp	70.5900	100.0000	\$46,661.88	\$32,938.62	\$31,291.69	\$1,646.93	\$0.00
Level 3 Troopers	71.8700	100.0000	\$34,114.08	\$24,517.78	\$23,291.89	\$1,225.89	\$0.00
MC Lieutenant	71.8700	100.0000	\$85,699.12	\$61,591.95	\$58,512.35	\$3,079.60	\$0.00
MC Captain	71.8700	100.0000	\$4,975.36	\$3,575.79	\$3,397.00	\$178.79	\$0.00
Sr Accountant	70.5900	100.0000	\$50,847.68	\$35,893.37	\$34,098.70	\$1,794.67	\$0.00
CR Inspectors	70.5900	100.0000	\$205,608.00	\$145,138.68	\$137,881.75	\$7,256.93	\$0.00
Acct Analyst	70.5900	100.0000	\$55,409.12	\$39,113.29	\$37,157.63	\$1,955.66	\$0.00
Sr. Acct Analyst	70.5900	100.0000	\$65,804.96	\$46,451.72	\$44,129.13	\$2,322.59	\$0.00
POE Data Quality Control Analyst	70.5900	100.0000	\$7,741.76	\$5,464.90	\$5,191.65	\$273.25	\$0.00
MC Troopers-Sworn	71.8700	100.0000	\$272,729.60	\$196,010.76	\$186,210.22	\$9,800.54	\$0.00
MC Sergeant/Supervisor	71.8700	100.0000	\$82,000.00	\$58,933.40	\$55,986.73	\$2,946.67	\$0.00
<b>TOTAL: Fringe Benefits</b>				<b>\$952,406.54</b>	<b>\$904,786.21</b>	<b>\$47,620.33</b>	<b>\$0.00</b>

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

Fringe benefits are a summation of the actual fringe benefits per employee and can include: FICA, Medical Insurance, Deferred Compensation, Retirement. The fringe benefit is figured on each employee depending on what benefits they have elected to take. A breakdown of the fringe benefits available to the employee and rate is attached to the Grants.gov application.

Sworn officer's rate is 71.87 % and civilian rate is 70.59%. The effective dates for these rates is October 1, 2023 through September 30, 2024.

Itemized Fringe List: vacation leave paid, sick leave paid, special leave paid, holiday leave paid, FICA-WYDOT share, medical insurance, deferred compensation match, workers compensation paid, unemployment insurance paid, retirement contribution paid, retiree .5% health insurance, housing allowance and longevities.

Calculation of the "total cost" from the Personnel category was used to calculate the fringe. The Personnel category already had the reduction calculated. So that figure was input then used 100% of that calculation.

Added new positions of MC Trooper Sworns and MC Sergeant/Supervisor. WHP is looking at expanding the section to have a fulltime dedicated MCSAP unit.

**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
Other MCSAP Training	10	5	100.0000	\$5,000.00	\$4,750.00	\$250.00	\$0.00
MCSAP Conference	4	5	100.0000	\$11,000.00	\$10,450.00	\$550.00	\$0.00
Refresher ELD Trainings	3	10	100.0000	\$4,000.00	\$3,800.00	\$200.00	\$0.00
Hazmat Refresher Training	12	4	100.0000	\$27,000.00	\$25,650.00	\$1,350.00	\$0.00
WTA Conference & Meetings	5	3	100.0000	\$9,500.00	\$9,025.00	\$475.00	\$0.00
CVSA Data Quality Workshop	5	4	100.0000	\$12,500.00	\$11,875.00	\$625.00	\$0.00
NAIC	2	6	100.0000	\$6,430.00	\$6,108.50	\$321.50	\$0.00
Routine Mtgs & CRs	6	80	100.0000	\$10,800.00	\$10,260.00	\$540.00	\$0.00
Roadcheck 2025	12	5	100.0000	\$14,530.00	\$13,803.50	\$726.50	\$0.00
Motor Coach & Inspection Details	20	80	100.0000	\$43,000.00	\$40,850.00	\$2,150.00	\$0.00
RMRSR - Rocky Mountain Regional Safety Rendezvous	4	4	100.0000	\$9,600.00	\$9,120.00	\$480.00	\$0.00
COHMED	4	7	100.0000	\$12,500.00	\$11,875.00	\$625.00	\$0.00
NAS Part B Inspection	10	7	100.0000	\$12,000.00	\$11,400.00	\$600.00	\$0.00
NAS Part A Inspection	22	7	100.0000	\$25,044.06	\$23,791.86	\$1,252.20	\$0.00
CVSA Spring Workshop	5	5	100.0000	\$15,625.00	\$14,843.75	\$781.25	\$0.00
CVSA Annual Conference	5	5	100.0000	\$15,625.00	\$14,843.75	\$781.25	\$0.00
Post Crash	2	5	100.0000	\$4,016.00	\$3,815.20	\$200.80	\$0.00
On site safety audits and trainings	5	50	100.0000	\$7,050.00	\$6,697.50	\$352.50	\$0.00
Cargo Tank Training	5	5	100.0000	\$12,500.00	\$11,875.00	\$625.00	\$0.00
Other Bulk Training	6	4	100.0000	\$7,500.00	\$7,125.00	\$375.00	\$0.00
Human Trafficking Refresher/DIAP	2	3	100.0000	\$3,600.00	\$3,420.00	\$180.00	\$0.00
In Service	55	5	100.0000	\$40,000.00	\$38,000.00	\$2,000.00	\$0.00
Brake Check 2025	12	5	100.0000	\$14,530.00	\$13,803.50	\$726.50	\$0.00
Western States Safety Summit	2	3	100.0000	\$5,619.48	\$5,338.51	\$280.97	\$0.00
Grant Management Courses	2	5	100.0000	\$7,500.00	\$7,125.00	\$375.00	\$0.00
<b>TOTAL: Travel</b>				<b>\$336,469.54</b>	<b>\$319,646.07</b>	<b>\$16,823.47</b>	<b>\$0.00</b>

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

State of Wyoming uses the federal per-diem rate for traveling both in-state and out-of-state. The costs are figured by number of personnel and if they have to travel by air or can drive to the location for meetings or training. If at all possible to save money we required them to drive if it is less money to drive to a location than to fly. Lodging is decided by how many personnel will be attending. If a large number of personnel will be attending the meeting or training, we look at double occupancy this is in-state as well as, out-of state.

Four inspectors attend the COHMED Conference to stay up-to-date on any regulation or policy changes for radiological shipments. The attendees for the CVSA Spring Workshop and Annual Conference are on CVSA Committees and bring back valuable information to our

staff. MCSAP Conference - The MCSAP Management team will attend for up-dated information and changes to the CVSP. This is usually a required meeting from FMCSA.

NAS Part A and Part B classes are held in state as well as Hazardous Material Refresher and Training. These classes are to train new inspectors to replace inspectors that have been promoted, resigned or retired. NAIC is attended by two people and the partnership with other state inspectors along with the training received during the competition for that individual is very valuable and is passed on to our inspections. RMRSR is attended by the Commercial Carrier Lieutenant and one other Commercial Carrier employee to provide information to the other states and work a partnership for possible details to be performed on motor coaches and trucks along the borders. There is also training provided by the sponsoring state that is valuable and passed on to our troopers/inspectors. The motor coach and inspection details are attended by teams of three to five inspectors for each detail due to the traffic and officer safety. Motor Carrier Officers are required to attend the Roadcheck detail in June. Routine travel is considered for meetings with industry, our personnel and carrier interventions/compliance reviews. In-Service is a refresher training including any updates for all Level 1 inspectors throughout the state. The calculation is assuming approximately 55 inspectors for 5 days which includes travel days.

Post Crash training is usually set in Nebraska where the inspectors drive and stay in an academy setting. Two inspectors go to this training to keep up on any changes or training. Refresher ELD Training is attended by the Lieutenant and 2 Compliance Review Auditors to train on offsite investigations and violations and to pass any new information on to inspectors. This training will also include software IT systems. Other Bulk Training is to keep inspectors up to date with their certifications and is held either locally or with a close by state. No out of state travel is required and they are able to utilize double occupancy on hotels. WTA Conference is for the Wyoming Truckdriving Association as there are 5 honorary members on the board from WHP. CVSA Data Quality Conference is essential for our data quality to remain in the green and for our section to remain on top of any upcoming changes. These are out of state and required for the position. Per diem and an average air fare was used to base the cost on.

Hazmat Refresher/Update Training would be where inspectors would drive and stay in an academy setting. It will be put on by Hazmat Certified trainers. This would be used as a refresher and/or update for any new material. On site safety audits are for the 5 New Entrant Compliance inspectors and the mobile inspectors for education trainings for outreach. They travel to the location and perform the audit. As stated in the beginning of the narrative, the costs are figured by number of personnel and if they have to travel to the location for the training. Lodging is decided by how many personnel will be attending. If a large number of personnel will be attending the meeting or training, we require double occupancy this is in-state as well as, out-ofstate. The State of Wyoming uses the federal per-diem rate for traveling in-state.

Human Trafficking Trainer is for a certified trainer to come and give a refresher to inspectors about what to look for to identify possible human trafficking. Calculations based upon 2 trainers for 3 days based upon FY2024 per diem rates.

Other MCSAP Training would include anything that was new or missed. Only estimating what something like that would be. If training is local then travel and food would be minimal based off of per diem. If the travel is out of state then we would have to adjust and send less individuals than what the category states. The calculations would be based on 3 day classes with a total of 5 days used in estimation for possible travel days. The FY2024 per diem rates were used.

Cargo tank training is based upon 5 inspectors to be able to perform federal Cargo Tank Inspections during Level 1 and Level 2 inspections. This is held in a classroom setting for reduced cost.

In Service as this is held every other year. It is to update and have a training refresher for inspectors. Added Brake Check 25 as it is a Federal initiative. Western States Safety Summit is a brainstorming session for MCSAP project managers. The idea is to help each other out and use other state's ideas to help reduce crashes and work through other safety issues. Grant Management Courses to aid with the training for the individuals involved with all grant activities. The calculations would be based on 2 people going for 4 days based on per diem rates.



**Part 4 Section 5 - Equipment**

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

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost ([2 CFR §200.436](#) and [2 CFR §200.439](#)). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Scales	12	\$8,000.00	100	\$96,000.00	\$91,200.00	\$4,800.00	\$0.00
Slide out Boxes	5	\$5,000.00	100	\$25,000.00	\$23,750.00	\$1,250.00	\$0.00
Inverters and install for MCSAP vehicles	5	\$1,000.00	100	\$5,000.00	\$4,750.00	\$250.00	\$0.00
Bus Ramps	1	\$10,000.00	100	\$10,000.00	\$9,500.00	\$500.00	\$0.00
Recalibration machine for cameras	1	\$1,500.00	100	\$1,500.00	\$1,425.00	\$75.00	\$0.00
Post Crash Inspection Equipment	2	\$5,000.00	100	\$10,000.00	\$9,500.00	\$500.00	\$0.00
<b>TOTAL: Equipment</b>				<b>\$147,500.00</b>	<b>\$140,125.00</b>	<b>\$7,375.00</b>	<b>\$0.00</b>
<b>Equipment threshold is \$500</b>							

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

The State of Wyoming's equipment threshold is \$500.00. Any item over that amount will need a property tag and labeled as equipment.

Scales would be for MEET (Mobile Education Enforcement Team) trucks and used on details. The majority of our existing scales are 15 to 20 years old and are needing to be replaced or upgraded. One set of (6) scales range from \$40,000.00 to \$60,000.00. Wyoming is wanting to purchasing two sets of complete scales this year as we have more mobile inspectors. We have purchased MCSAP trucks that we are trying to equip properly for details. Due to the continued increase of crashes and fatalities over the past few years. This includes our mountainous areas for size and weight. The scales are used by MCSAP only employees. The inspectors try to focus their efforts at high crash corridors which is mostly the mountainous and hilly terrain. There are also specific locations such as Teton Pass where there are weight restrictions and if the inspector goes out to monitor that stretch of road and does not have the scales then he is not able to site the inspection properly.

Slide out boxes are for MCSAP dedicated vehicles to house and protect scales and other inspector equipment required for inspections. Each slide out holds 6 scales which allows for the measurement of triple axils. The slide outs costs approximately \$5000.00 each. Slide outs would equip 2 mobile inspector trucks and allow for converting from Tahoes to F150's. All of the trucks are used for MCSAP only purposes.

Bus ramps are for PVI inspections. There are 4 ramps in 1 set. The estimated value based on a past quote is approximately \$10,000.00.

Inverters would be for each of the MCSAP Mobile Team Vehicles that we have around the state so that they would more mobile. It would allow them to go to independent sites and use a compression machine or multiple laptops for example. The inverters would allow more

freedom to do details in remote locations where there is no option for power sources.

Recalibration machine will be property tagged. It will be listed as equipment. It is for the cameras in the Supplies category.

Post Crash Inspection Items would be used for CMV inspections only and would include, but not be limited to such items as generators and any other equipment nessasary.

Update 7/30/25--Removed Mobile Inspection Unit as Grant amount was reduced.

**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	90 each	\$192.00	100.0000	\$17,280.00	\$16,416.00	\$864.00	\$0.00
Manuals	300 each	\$50.00	100.0000	\$15,000.00	\$14,250.00	\$750.00	\$0.00
Inspection Supplies	30 each	\$600.00	100.0000	\$18,000.00	\$17,100.00	\$900.00	\$0.00
BDU & Web Gear	25 each	\$986.27	100.0000	\$24,656.75	\$23,423.91	\$1,232.84	\$0.00
Cameras	5 each	\$450.00	100.0000	\$2,250.00	\$2,137.50	\$112.50	\$0.00
Post Crash Inspection Supplies	7 2000	\$2,000.00	100.0000	\$14,000.00	\$13,300.00	\$700.00	\$0.00
<b>TOTAL: Supplies</b>				<b>\$91,186.75</b>	<b>\$86,627.41</b>	<b>\$4,559.34</b>	<b>\$0.00</b>

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

Uniforms/Web Gear, Creepers, and other related inspection supplies - BDU's for Level 1 inspectors. At this time we just need to plan for 5 new level inspectors and some replacement gear. Cameras would also be considered as part of

BDU - \$ 986.27 X 25 = \$ 24656.75

Inspection supplies - \$ 600 x 30 = \$ 18000.00

Office supplies - General office supplies (toner, folders, paper, etc.) for seven MCSAP employees in the Commercial Carrier Section and (5) mobile inspectors at approximately \$ 120.00/month = Approx. \$ 17,280.00

Manuals are for Regs and Hazmat, FMCSR books, CVSA OOS Handbooks and any other required manual. Estimating ordering 300 for approximately \$50.00 per book based on previous invoices. CVSA OOS Criteria Handbooks and Digital app for phones at \$25.00 x 50=1250.00. Additional Hazmat books for specific training. Ordering 40 books at approximately \$50.00 per book based on previous invoices. FMCSR books. Ordering a combination of hardback and glove box edition with spiral bindings for an approximate average of \$50.00.

Cameras would also be considered part of outfitting mcsap positions. The cameras are under \$500 so they are in supplies. \$450 x5=2250.00

Post Crash Inspection Items would be used for CMV inspections only and would include, but not be limited to such items that the would be necessary to complete the inspection.



**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
Iteris, Inc		Contract	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Description of Services: Maintenance Fee							
Iteris, Inc		Contract	100.0000	\$42,525.00	\$40,398.75	\$2,126.25	\$0.00
Description of Services: Hosting & Maintenance for inspection software "Inspect"							
Lamar Outdoors		Contract	100.0000	\$43,562.00	\$41,383.90	\$2,178.10	\$0.00
Description of Services: Billboards							
<b>TOTAL: Contractual and Subaward</b>				<b>\$87,087.00</b>	<b>\$82,732.65</b>	<b>\$4,354.35</b>	<b>\$0.00</b>

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

Lamar Outdoors has been providing the billboards in our high crash corridors for approximately fifteen years. We continue to change the message on the billboards to project the current problem in that area. We have six billboards ranging from \$ 518.00 per month to \$ 887.00 per month depending on the location. These billboards are located in our high crash corridors and over the years we have seen some reduction of the crashes, and feel the billboards have contributed to some of the reduction. The contract is for \$341383.90.

Iteris Maintenance Fees are used to support CView which supports congestion mitigation for streamlining safety purposes for Commercial Carriers.

Iteris Hosting and Maintenance of the inspection application "Inspect" and related services to fulfill the ongoing needs of the state.

Update 1/6/25- Wyoming was granted the HPITD24 grant which includes CVIEW maintenance fee with Iteris, Inc. I have reduced the cost and keeping the line item.

<b>Part 4 Section 8 - Other Costs</b>
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*Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.*

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

Enter a description of each requested Other Cost.

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

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

### **Indirect Costs**

Information on Indirect Costs ([2 CFR §200.1](#) Definitions) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the "My Documents" area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

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

**Your State will not claim reimbursement for Indirect Costs.**

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Rental of Box Truck	10	\$100.00	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Fleet Cost Mileage Repairs	1 ea	\$13,439.74	100.0000	\$13,439.74	\$12,767.75	\$671.99	\$0.00
Fuel Cost (Wright Credit Card)	1 ea	\$1,824.00	100.0000	\$1,824.00	\$1,732.80	\$91.20	\$0.00
Conference Costs	20 ea	\$750.00	100.0000	\$15,000.00	\$14,250.00	\$750.00	\$0.00
HELP/PrePass Dues	1 ea	\$7,500.00	100.0000	\$7,500.00	\$7,125.00	\$375.00	\$0.00
Printing	1500 ea	\$0.25	100.0000	\$375.00	\$356.25	\$18.75	\$0.00
Decals	8000 ea	\$0.75	100.0000	\$6,000.00	\$5,700.00	\$300.00	\$0.00
CVSA Dues	1 ea	\$10,300.00	100.0000	\$10,300.00	\$9,785.00	\$515.00	\$0.00
Diesel Laptops LLC	5 ea	\$4,800.00	100.0000	\$24,000.00	\$22,800.00	\$1,200.00	\$0.00
Emergency Repairs	1 annual expense	\$5,000.00	100.0000	\$5,000.00	\$4,750.00	\$250.00	\$0.00
Recalibration and certification of equipment/repair	5 2500	\$500.00	100.0000	\$2,500.00	\$2,375.00	\$125.00	\$0.00
Training Tuition	4 1000	\$1,000.00	100.0000	\$4,000.00	\$3,800.00	\$200.00	\$0.00
<b>TOTAL: Other Costs</b>				<b>\$90,938.74</b>	<b>\$86,391.80</b>	<b>\$4,546.94</b>	<b>\$0.00</b>

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

Printing of our safety brochures 1500 ea x .25 = 375.00. These brochures are passed out to the motoring public and CMVs regarding no zone areas, winter driving, summer driving, distracted driving, etc. Out of Service decals and CVSA decals 8000 = @ .75 = \$ 6,000.00. Conference cost registrations the cost varies depending on the conference. Fuel cost (Wright Credit Card) - \$ 1,824.00 (this cost is from previous years amount for out-of-state travel or if the WYDOT gas pumps are down. Fleet cost (mileage/repairs) estimated mileage from previous year and used the rate equipment staff at WYDOT said to use because we have different class of vehicles and it would average out for the budget and actual charges will be requested in our reimbursements. CVSA dues - \$ 10300.00. This organization is responsible for the out-of-service criteria that we enforce when conducting inspections and they notified the states of any changes that are up-coming. Membership entitles us to partnership with other agencies and industry during all meetings that are held by CVSA.

Help Dues/PrePass are needed for PrePass which supports congestion mitigation for streamlining safety purposes for Commercial Carriers.

Diesel Laptops LLC is for the renewal of licenses for the crash data readers. It is necessary for the readers to have the current CMV specifications updated every year.

Rental of box truck. We had a line item in FY22 to purchase a box truck for the MCSAP team for details. However due to recent increases of box trucks, renting one is more cost effective.

Conference costs include registration fees for MCSAP conference, CVSA conferences and Data Quality conferences. The registration fees range from approximately \$750.00 to \$795.00. The personnel also can vary depending upon if there is a vacancy or a new hire.

Emergency repairs would fund emergency expenses for continuity of operations. Repairs may be needed for such things as vandalism and acts of nature. An example would be a tear in a vinyl billboard due to extreme wind.

Recalibration and certification of portable scales and lidar calibrations. This would pay for recertification of scales, repairs and recalibrations for the continued use of the equipment.

Training tuition would be for the development of skills pertaining to grant management for the support staff and management within the MCSAP program.

**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).

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$2,898,459.00	\$152,550.00	\$3,051,009.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$457,651.00
MOE Baseline:	\$0.00

<b>Estimated Expenditures</b>				
<b>Personnel</b>				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
POE Quality Control Analyst	\$7,354.67	\$387.09	\$7,741.76	\$0.00
Level 3 Troopers	\$32,408.38	\$1,705.70	\$34,114.08	\$0.00
MC Lieutenant	\$81,414.16	\$4,284.96	\$85,699.12	\$0.00
MC Captain	\$4,726.59	\$248.77	\$4,975.36	\$0.00
Sr Accountant	\$48,305.29	\$2,542.39	\$50,847.68	\$0.00
POE Supervisor/Mgr	\$12,169.00	\$640.47	\$12,809.47	\$0.00
Level 1 POE Insp	\$46,307.75	\$2,437.25	\$48,745.00	\$0.00
Lvl 3 POE Insp	\$44,328.78	\$2,333.10	\$46,661.88	\$0.00
Level 1 Troopers	\$17,671.37	\$930.07	\$18,601.44	\$0.00
CR Inspectors	\$195,327.60	\$10,280.40	\$205,608.00	\$0.00
MC Troopers	\$25,909.31	\$1,363.65	\$27,272.96	\$0.00
Acct Analyst	\$52,638.66	\$2,770.46	\$55,409.12	\$0.00
Sr Acct Analyst	\$62,514.71	\$3,290.25	\$65,804.96	\$0.00
POE Specialist (Insp)	\$158,080.00	\$8,320.00	\$166,400.00	\$0.00
MC Troopers - Sworn	\$259,093.12	\$13,636.48	\$272,729.60	\$0.00
MC Sergeant/Supervisor	\$77,900.00	\$4,100.00	\$82,000.00	\$0.00
<b>Salary Subtotal</b>	<b>\$1,126,149.39</b>	<b>\$59,271.04</b>	<b>\$1,185,420.43</b>	<b>\$0.00</b>
Overtime	\$152,000.00	\$8,000.00	\$160,000.00	\$0.00
<b>Overtime subtotal</b>	<b>\$152,000.00</b>	<b>\$8,000.00</b>	<b>\$160,000.00</b>	<b>\$0.00</b>
<b>Personnel total</b>	<b>\$1,278,149.39</b>	<b>\$67,271.04</b>	<b>\$1,345,420.43</b>	<b>\$0.00</b>

<b>Fringe Benefits</b>				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
POE Specialist (Inspector)	\$111,588.67	\$5,873.09	\$117,461.76	\$0.00
Overtime	\$103,780.28	\$5,462.12	\$109,242.40	\$0.00
Level 1 Troopers	\$12,700.41	\$668.44	\$13,368.85	\$0.00
MC Troopers	\$18,289.38	\$962.60	\$19,251.98	\$0.00
POE Supervisors	\$8,590.09	\$452.11	\$9,042.20	\$0.00
Lvl 1 POE Insp	\$32,688.64	\$1,720.45	\$34,409.09	\$0.00
Lvl 3 POE Insp	\$31,291.69	\$1,646.93	\$32,938.62	\$0.00
Level 3 Troopers	\$23,291.89	\$1,225.89	\$24,517.78	\$0.00
MC Lieutenant	\$58,512.35	\$3,079.60	\$61,591.95	\$0.00
MC Captain	\$3,397.00	\$178.79	\$3,575.79	\$0.00
Sr Accountant	\$34,098.70	\$1,794.67	\$35,893.37	\$0.00
CR Inspectors	\$137,881.75	\$7,256.93	\$145,138.68	\$0.00
Acct Analyst	\$37,157.63	\$1,955.66	\$39,113.29	\$0.00
Sr. Acct Analyst	\$44,129.13	\$2,322.59	\$46,451.72	\$0.00
POE Data Quality Control Analyst	\$5,191.65	\$273.25	\$5,464.90	\$0.00
MC Troopers-Sworn	\$186,210.22	\$9,800.54	\$196,010.76	\$0.00
MC Sergeant/Supervisor	\$55,986.73	\$2,946.67	\$58,933.40	\$0.00
<b>Fringe Benefits total</b>	<b>\$904,786.21</b>	<b>\$47,620.33</b>	<b>\$952,406.54</b>	<b>\$0.00</b>

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Other MCSAP Training	\$4,750.00	\$250.00	\$5,000.00	\$0.00
MCSAP Conference	\$10,450.00	\$550.00	\$11,000.00	\$0.00
Refresher ELD Trainings	\$3,800.00	\$200.00	\$4,000.00	\$0.00
Hazmat Refresher Training	\$25,650.00	\$1,350.00	\$27,000.00	\$0.00
WTA Conference & Meetings	\$9,025.00	\$475.00	\$9,500.00	\$0.00
CVSA Data Quality Workshop	\$11,875.00	\$625.00	\$12,500.00	\$0.00
NAIC	\$6,108.50	\$321.50	\$6,430.00	\$0.00
Routine Mtgs & CRs	\$10,260.00	\$540.00	\$10,800.00	\$0.00
Roadcheck 2025	\$13,803.50	\$726.50	\$14,530.00	\$0.00
Motor Coach & Inspection Details	\$40,850.00	\$2,150.00	\$43,000.00	\$0.00
RMRSR - Rocky Mountain Regional Safety Rendezvous	\$9,120.00	\$480.00	\$9,600.00	\$0.00
COHMED	\$11,875.00	\$625.00	\$12,500.00	\$0.00
NAS Part B Inspection	\$11,400.00	\$600.00	\$12,000.00	\$0.00
NAS Part A Inspection	\$23,791.86	\$1,252.20	\$25,044.06	\$0.00
CVSA Spring Workshop	\$14,843.75	\$781.25	\$15,625.00	\$0.00
CVSA Annual Conference	\$14,843.75	\$781.25	\$15,625.00	\$0.00
Post Crash	\$3,815.20	\$200.80	\$4,016.00	\$0.00
On site safety audits and trainings	\$6,697.50	\$352.50	\$7,050.00	\$0.00
Cargo Tank Training	\$11,875.00	\$625.00	\$12,500.00	\$0.00
Other Bulk Training	\$7,125.00	\$375.00	\$7,500.00	\$0.00
Human Trafficking Refresher/DIAP	\$3,420.00	\$180.00	\$3,600.00	\$0.00
In Service	\$38,000.00	\$2,000.00	\$40,000.00	\$0.00
Brake Check 2025	\$13,803.50	\$726.50	\$14,530.00	\$0.00
Western States Safety Summit	\$5,338.51	\$280.97	\$5,619.48	\$0.00
Grant Management Courses	\$7,125.00	\$375.00	\$7,500.00	\$0.00
<b>Travel total</b>	<b>\$319,646.07</b>	<b>\$16,823.47</b>	<b>\$336,469.54</b>	<b>\$0.00</b>

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Scales	\$91,200.00	\$4,800.00	\$96,000.00	\$0.00
Slide out Boxes	\$23,750.00	\$1,250.00	\$25,000.00	\$0.00
Inverters and install for MCSAP vehicles	\$4,750.00	\$250.00	\$5,000.00	\$0.00
Bus Ramps	\$9,500.00	\$500.00	\$10,000.00	\$0.00
Recalibration machine for cameras	\$1,425.00	\$75.00	\$1,500.00	\$0.00
Post Crash Inspection Equipment	\$9,500.00	\$500.00	\$10,000.00	\$0.00
<b>Equipment total</b>	<b>\$140,125.00</b>	<b>\$7,375.00</b>	<b>\$147,500.00</b>	<b>\$0.00</b>

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Supplies	\$16,416.00	\$864.00	\$17,280.00	\$0.00
Manuals	\$14,250.00	\$750.00	\$15,000.00	\$0.00
Inspection Supplies	\$17,100.00	\$900.00	\$18,000.00	\$0.00
BDU & Web Gear	\$23,423.91	\$1,232.84	\$24,656.75	\$0.00
Cameras	\$2,137.50	\$112.50	\$2,250.00	\$0.00
Post Crash Inspection Supplies	\$13,300.00	\$700.00	\$14,000.00	\$0.00
<b>Supplies total</b>	<b>\$86,627.41</b>	<b>\$4,559.34</b>	<b>\$91,186.75</b>	<b>\$0.00</b>

<b>Contractual and Subaward</b>				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Iteris, Inc	\$950.00	\$50.00	\$1,000.00	\$0.00
Iteris, Inc	\$40,398.75	\$2,126.25	\$42,525.00	\$0.00
Lamar Outdoors	\$41,383.90	\$2,178.10	\$43,562.00	\$0.00
<b>Contractual and Subaward total</b>	<b>\$82,732.65</b>	<b>\$4,354.35</b>	<b>\$87,087.00</b>	<b>\$0.00</b>

<b>Other Costs</b>				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Rental of Box Truck	\$950.00	\$50.00	\$1,000.00	\$0.00
Fleet Cost Mileage Repairs	\$12,767.75	\$671.99	\$13,439.74	\$0.00
Fuel Cost (Wright Credit Card)	\$1,732.80	\$91.20	\$1,824.00	\$0.00
Conference Costs	\$14,250.00	\$750.00	\$15,000.00	\$0.00
HELP/PrePass Dues	\$7,125.00	\$375.00	\$7,500.00	\$0.00
Printing	\$356.25	\$18.75	\$375.00	\$0.00
Decals	\$5,700.00	\$300.00	\$6,000.00	\$0.00
CVSA Dues	\$9,785.00	\$515.00	\$10,300.00	\$0.00
Diesel Laptops LLC	\$22,800.00	\$1,200.00	\$24,000.00	\$0.00
Emergency Repairs	\$4,750.00	\$250.00	\$5,000.00	\$0.00
Recalibration and certification of equipment/repair	\$2,375.00	\$125.00	\$2,500.00	\$0.00
Training Tuition	\$3,800.00	\$200.00	\$4,000.00	\$0.00
<b>Other Costs total</b>	<b>\$86,391.80</b>	<b>\$4,546.94</b>	<b>\$90,938.74</b>	<b>\$0.00</b>

<b>Total Costs</b>				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Subtotal for Direct Costs</b>	<b>\$2,898,458.53</b>	<b>\$152,550.47</b>	<b>\$3,051,009.00</b>	<b>\$0.00</b>
<b>Total Costs Budgeted</b>	<b>\$2,898,458.53</b>	<b>\$152,550.47</b>	<b>\$3,051,009.00</b>	<b>\$0.00</b>

**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.

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$2,898,459.00	\$152,550.00	\$3,051,009.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$457,651.00
MOE Baseline:	\$0.00

<b>Estimated Expenditures</b>				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$1,126,149.39	\$59,271.04	\$1,185,420.43	\$0.00
;;;Overtime Subtotal	\$152,000.00	\$8,000.00	\$160,000.00	\$0.00
Personnel Total	\$1,278,149.39	\$67,271.04	\$1,345,420.43	\$0.00
Fringe Benefits Total	\$904,786.21	\$47,620.33	\$952,406.54	\$0.00
Travel Total	\$319,646.07	\$16,823.47	\$336,469.54	\$0.00
Equipment Total	\$140,125.00	\$7,375.00	\$147,500.00	\$0.00
Supplies Total	\$86,627.41	\$4,559.34	\$91,186.75	\$0.00
Contractual and Subaward Total	\$82,732.65	\$4,354.35	\$87,087.00	\$0.00
Other Costs Total	\$86,391.80	\$4,546.94	\$90,938.74	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$2,898,458.53	\$152,550.47	\$3,051,009.00	\$0.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
<b>Total Costs Budgeted</b>	<b>\$2,898,458.53</b>	<b>\$152,550.47</b>	<b>\$3,051,009.00</b>	<b>\$0.00</b>

**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? Christina Helsel
2. What is this person's title? Grant Manager
3. Who is your Governor's highway safety representative? Matthew D Carlson PE
4. What is this person's title? State Highway Safety Engineer

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

- Yes
- Yes, uploaded certification document
- No

**State Certification declaration:**

I, Christina Helsel, Grant Manager, on behalf of the State of WYOMING, 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? Timothy Cameron
2. What is the title of your certifying State official? Colonel/Administrator
3. What are the phone # and email address of your State official? 307-777-4300 and timothy.cameron@wyo.gov

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

- Yes
- Yes, uploaded certification document
- No

I, Timothy Cameron, certify that WYOMING 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

**WYOMING DEPT. OF TRANSPORTATION  
PAYROLL LOADING RATE FOR VARIANCE CALCULATION  
FOR FISCAL YEAR 2024**

(Based on FY 2022 data)

	Highway Employees		Patrol Employees	
Productive payroll base	\$	77,284,411.99 100%	\$	14,513,563.20 100%
Vacation leave paid	\$	5,486,374.38 7.10%	\$	837,643.42 5.77%
Sick leave paid	\$	3,110,225.81 4.02%	\$	474,931.93 3.27%
Special leave paid	\$	705,644.47 0.91%	\$	249,646.70 1.72%
Holiday leave paid	\$	2,711,482.01 3.51%	\$	420,093.70 2.89%
FICA - WYDOT share	\$	6,688,382.66 8.65%	\$	1,231,257.73 8.48%
Medical insurance	\$	25,341,996.88 32.79%	\$	3,624,280.88 24.97%
Deferred compensation match	\$	332,119.05 0.43%	\$	43,280.07 0.30%
Workers compensation paid	\$	1,415,147.74 1.83%	\$	231,392.05 1.59%
Unemployment insurance paid	\$	(9,816.46) -0.01%	\$	(4,568.98) -0.03%
Retirement contribution paid	\$	13,247,289.67 17.14%	\$	4,202,529.30 28.96%
Retiree .5% health insurance	\$	517,867.86 0.67%	\$	106,475.84 0.73%
Housing Allowance	\$	382,314.56 0.49%	\$	23,139.86 0.16%
Longevities	\$	1,474,671.96 1.91%	\$	151,800.00 1.05%
<b>Actual Rate</b>	\$	<b>61,403,700.59 79.45%</b>	\$	<b>11,591,902.50 79.87%</b>
Variance	\$	<b>(5,855,675.15) -7.58%</b>	\$	<b>(1,347,407.28) -9.28%</b>

Payroll loading rate with variance **71.87%** **70.59%**

**Final rate 71.87% 70.59%**

Variance analysis:

To determine if the new rate should include the variance, look at the variance percentage calculated on the Final Rates tab. If the variance percentage is negative (WYDOT billed FHWA more than actual costs) it is included in the final rate. If the variance percentage is positive (WYDOT billed FHWA less than actual costs) the variance may or may not be included in the final rate per WYDOT's discretion.

For FY24, the variance is included in the final rate for Highway and for Patrol.