

# **MICHIGAN**

## **Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Years 2018 - 2020**

**Date of Approval: Sep 18, 2018**

**Final CVSP**

## Part 1 - MCSAP Overview

### 1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.201](#) and [205](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to “prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety.”

For FY 2018, the primary difference in the single year and multi-year CVSP formats, is that objectives, projected goals and activities in the multi-year CVSP will cover the entire multi-year period of FYs 2018 - 2020. The financial information and certifications will be updated each fiscal year.

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
- Part 2: Crash Reduction and National Program Elements (FY 2018 - 2020)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2018 - 2020)
- Part 4: Financial Information (FY 2018)
- Part 5: Certifications and Documents

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit either a single year, or a 3-year plan. As used within the eCVSP, the term ‘State’ means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

## 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.*

Michigan State Police, Commercial Vehicle Enforcement Division (MSP/CVED)

**MISSION**

To provide the highest quality commercial vehicle enforcement and public safety services throughout Michigan.

**VISION**

A national leader in commercial vehicle enforcement and a partner in public safety, with a highly trained and specialized force that is mobile, flexible, and responsive to emerging public safety needs across Michigan.

### 3 - MCSAP Structure Explanation

**Instructions:**

*Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.*

**NOTE:** *Please do not include activities or expenses associated with any other FMCSA grant program.*

The Michigan State Police, Commercial Vehicle Enforcement Division (CVED) is the State lead agency for commercial vehicle enforcement. Michigan has participated in the MCSAP program since its inception and was a participant in the pilot project that was the forerunner to the MCSAP program.

Motor carrier officers (MCOs) in Michigan are sworn law enforcement officers who enforce all laws as they pertain to commercial vehicles and their drivers. MCOs also have limited enforcement powers with respect to certain criminal statutes that apply to the general public. MCOs primarily enforce the Federal Motor Carrier Safety Regulations (FMCSRs) and the Hazardous Material Regulation (HMR) as adopted by the Michigan Motor Carrier Safety Act of 1963.

In June 2012, changes were legislated which removed intrastate (non-CDL) vehicles from parts of the Michigan Motor Carrier Safety Act. These non-CDL commercial motor vehicles must still comply with parts 391-393 as adopted by the act. Because they are excepted from the requirements of 49 CFR, part 396, Michigan elects to not perform North American Standard (NAS) inspections on these vehicles.

Michigan is an economically, environmentally, and demographically diverse state with an estimated population of 9.91 million citizens. Michigan has a total of 120,256 miles of roadway which includes; 90,208 miles of secondary roads, 9,655 miles of state trunk lines, and 1,240 mile of interstate highways.

Michigan is a major thoroughfare for international CMV traffic with Canada. Michigan has the second and fifth busiest border crossings in the nation for commercial vehicle traffic. Michigan has a total of five ports of entry from Canada including three bridges for which one is privately owned, a tunnel, and a ferry service. These ports of entry each pose unique safety and security concerns. A 2007 hazardous material (HM) commodity flow study estimates that 50 million tons of HM is generated in Michigan annually. Michigan's international borders and roadways are used extensively for the transportation of a variety of HM products including potentially high-risk such as highway route-controlled radioactive materials. Michigan's unique environment makes it vulnerable to HM incidents during transportation and potential security risks related to its international borders.

Michigan is a major producer of automobiles as well as agricultural products, lumber, oil and gas, and chemical manufacturing. This mix of industry and agriculture provides unique issues and opportunities for commercial motor vehicle enforcement programs.

CVED is the state MCSAP lead agency and does not supplement the program with sub-grantees. Michigan currently has 108 MCOs, 10 M/C investigators, 21 field MC Sergeants. CVED also has four non-sworn safety auditors who conduct inspections at weigh stations, under the supervision of enforcement personnel. The aforementioned equal a total of 143 personnel who regularly conduct inspections at weigh stations, roadside, or at a carrier's place of business. In addition to enforcement of the FMCSRs and the HMR, MCOs are responsible for general traffic and regulatory compliance enforcement on commercial vehicles. This includes but is not limited to moving violations including drug and alcohol offenses, size, weight, and load enforcement, operating authority, and carrier registration requirements.

Although Michigan does not use sub-grantees, CVED currently authorizes 33 inspection personnel in 19 non-funded local law enforcement agencies, including the Michigan Department of Transportation passenger carrier inspectors, to conduct NAS inspections in accordance with an inter-agency memorandum of agreement (MOA) with CVED.

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

Lead Agency Information	
Agency Name:	MSP/CVED
Enter total number of personnel participating in MCSAP activities	143
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	143
Traffic Enforcement Activities	139
Investigations*	10
Public Education and Awareness	139
Data Collection and Reporting	1
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	N/A
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	

Non-funded Agency Information	
Total number of agencies:	19
Total # of MCSAP Participating Personnel:	33

## Part 2 - Crash Reduction and National Program Elements

### 1 - Overview

*Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 - 2020 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.*

*In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2018, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.*

**Note:** *For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the State Quarterly Report and CVSP Data Dashboard, and/or the CVSP Toolkit on the A&I Online website. The Data Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <http://ai.fmcsa.dot.gov/StatePrograms/Home.aspx>. A user id and password are required to access this system.*

*In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/ objectives.*

## 2 - CMV Crash Reduction

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

### Trend Analysis for 2012 - 2016

#### Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
  - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
  - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

### ALL CMV CRASHES

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

**Goal measurement as defined by your State:** Large Truck Fatal Crashes per 100M VMT

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2015	09/30/2016	100	0.1030	0
10/01/2014	09/30/2015	85	0.1030	0.0820
10/01/2013	09/30/2014	113	0.1030	0.11
10/01/2012	09/30/2013	86	0.1030	0.96
10/01/2011	09/30/2012	79	0.1030	0.0870

**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:** Other

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

Total Bus Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2015	09/30/2016	0	10	17
10/01/2014	09/30/2015	0	11	12
10/01/2013	09/30/2014	1	12	17
10/01/2012	09/30/2013	1	0	18
10/01/2011	09/30/2012	1	0	0



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

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

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

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

**Goal measurement as defined by your State:** Other

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

Total HM Crashes (placard required) regardless of leak or spill.

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2015	09/30/2016	3	92	105
10/01/2014	09/30/2015	4	97	128
10/01/2013	09/30/2014	4	102	114
10/01/2012	09/30/2013	2	107	86
10/01/2011	09/30/2012	0	0	0

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

Michigan's five-year goal as indicated in the FY2013 CVSP was to reduce the number of HM (placard required) CMV crashes in Michigan by five each year, for a total reduction of 25 crashes by the end of FY 2017. This goal was developed based on SafetyNet data queried while creating the FY2013 CVSP and included crashes involving ALL HM placard required vehicles, and not just those associated with a leak or spill. There were four HM placard required crashes where a spill or leak was reported during the five-year period above. Data Source: SafetyNet data for placard required HM vehicle crashes retrieved 08/04/2017.

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

Michigan's overall five-year goal as indicated in FY2013 cannot be completely evaluated until the end of FY2017.

**Narrative Overview for FY 2018 - 2020****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.**

CMV-involved crashes have stayed relatively steady over the past two years. At the same time, CMV-related fatal crashes increased in by 11% in FY2016 to 88 fatal crashes from 79 fatal crashes the previous year. Likewise, CMV-related fatalities saw a 18% increase to 100 fatalities as compared to 85 the previous year. CMV-involved crashes in FY2016 made up a small percentage of overall crashes (3.8%), but disproportionately accounted for 9.3% of all fatal crashes.

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

Michigan Traffic Crash Reporting System - 08/014/2017.

**Projected Goal for FY 2018 - 2020:**

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2018	0
2019	0
2020	0

Deploy CVED resources, based on state CMV crash data, with the goal of reducing CMV-related fatal crashes involving in Michigan from 9.3 percent to 9 percent (0.10 percent per year) or below by September 30, 2020. The table above does not accurately reflect this goal as it only allows for the input of whole numbers.

**Program Activities for FY 2018 - 2020: 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.**

As indicated in the Inspection, Traffic Enforcement, and Carrier Intervention Objectives, Michigan projects to perform NAS Level I, II, III, and V inspections, traffic enforcement inspections, conduct carrier interventions, new entrant safety audits, and border enforcement activities statewide as follows:

Total Inspections: 50,000

Traffic Enforcement Inspections: 12,500

Carrier Interventions: 230

New Entrant Audits: 400  
Border Inspections: 600

***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.***

Michigan will use TCRS data to report the number and percentage of CMV crashes and fatal crashes as compared to all crashes and fatal crashes reported in Michigan.

### 3 - Roadside Inspections

*In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2018 - 2020.*

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

#### **Trend Analysis for 2012 - 2016**

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	12045	10794	8721	8221	7912
Level 2: Walk-Around	24776	17195	20745	22053	22107
Level 3: Driver-Only	23229	18674	19192	19288	19587
Level 4: Special Inspections	182	5	8	19	51
Level 5: Vehicle-Only	226	100	74	268	783
Level 6: Radioactive Materials	45	51	59	51	40
<b>Total</b>	<b>60503</b>	<b>46819</b>	<b>48799</b>	<b>49900</b>	<b>50480</b>

#### **Narrative Overview for FY 2018 - 2020**

##### **Overview:**

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

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

CVED is the MCSAP lead agency in Michigan and does not use sub-grantees. CVED has 108 sworn MC Officers, 10 MC investigators certified to conduct NAS Level I - V inspections, and 21 field MC Sergeant certified to conduct Level III inspections. MC Officers are responsible for conducting inspections roadside and at Michigan's eight weigh stations. They are also responsible for overall traffic and regulatory enforcement on CMVs. This includes, but is not limited to, size, weight and load enforcement, operating authority, and carrier registration requirements. In addition, CVED has four non-sworn vehicle safety inspectors (VSIs) who conduct NAS inspections at scale locations under the supervision of a MCO. Each VSI conducts 32 Level I inspections, and eight non-bulk HM inspections annually to maintain certification. Michigan allows other non-funded enforcement agencies and MDOT motor bus inspectors to conduct NAS inspections. Michigan requires these agencies to be CVSA certified prior to conducting inspections.

Michigan hosts mandatory refresher training for these agencies. There are currently 19 agencies and 33 inspection-certified personnel conducting inspections.

#### **Projected Goals for FY 2018 - 2020**

##### **Instructions for Projected Goals:**

*Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Year 2018 - 2020. For FY 2018 - 2020, 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:** MSP/CVED

**Enter the total number of certified personnel in the Lead agency:** 143

<b>Projected Goals for FY 2018 - Roadside Inspections</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6900	520	80	7500	15.00%
Level 2: Walk-Around	21880	2925	80	24885	49.77%
Level 3: Driver-Only	17420	0	80	17500	35.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	50	5	10	65	0.13%
Level 6: Radioactive Materials	0	50	0	50	0.10%
<b>Sub-Total Lead Agency</b>	<b>46250</b>	<b>3500</b>	<b>250</b>	<b>50000</b>	

### **MCSAP subrecipient agency**

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

**Subrecipient is:** N/A

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

<b>Projected Goals for FY 2018 - Subrecipients</b>					
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 Funded Agencies</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Non-Funded Agencies**

Total number of agencies:	19
Enter the total number of non-funded certified officers:	33
Enter the total number of inspections projected for FY 2018:	1056

**Summary**

## Projected Goals for FY 2018 - Roadside Inspections Summary

Projected Goals for FY 2018 Summary for All Agencies					
<b>MCSAP Lead Agency: MSP/CVED</b>					
<b># certified personnel: 143</b>					
<b>Subrecipient Agencies: N/A</b>					
<b># certified personnel: 0</b>					
<b>Number of Non-Funded Agencies: 19</b>					
<b># certified personnel: 33</b>					
<b># projected inspections: 1056</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	6900	520	80	7500	15.00%
Level 2: Walk-Around	21880	2925	80	24885	49.77%
Level 3: Driver-Only	17420	0	80	17500	35.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	50	5	10	65	0.13%
Level 6: Radioactive Materials	0	50	0	50	0.10%
<b>Total ALL Agencies</b>	<b>46250</b>	<b>3500</b>	<b>250</b>	<b>50000</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.

Michigan's commitment of 15% of inspections conducted as Level I is not inconsistent with most other states in the Midwestern Service Center. Not all officers in Michigan are assigned to scale locations, thus resulting in a large percentage of true "roadside" inspections where a Level I inspection is not always safe or feasible.

Projected Goals for FY 2019 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	50500	0	1056	51556
Enter total number of certified personnel	143	0	33	176
Projected Goals for FY 2020 Roadside Inspections				
Enter total number of projected inspections	51000	0	1056	52056
Enter total number of certified personnel	143	0	33	176

**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 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 2012 - 2016**

<b>Investigative Types - Interstate</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Compliance Investigations	0	0	0	3	0
Cargo Tank Facility Reviews	0	0	1	1	5
Non-Rated Reviews (Excludes CSA & SCR)	1	2	6	3	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	65	33	78	130	98
CSA On-Site Comprehensive	25	11	108	31	54
<b>Total Investigations</b>	<b>91</b>	<b>46</b>	<b>193</b>	<b>168</b>	<b>157</b>
Total Security Contact Reviews	2	2	9	3	4
Total Terminal Investigations	0	0	0	0	0

<b>Investigative Types - Intrastate</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	3	3	3	3
Non-Rated Reviews (Excludes CSA & SCR)	5	1	0	7	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	13	1	50	47	91
CSA On-Site Comprehensive	8	1	66	5	4
<b>Total Investigations</b>	<b>26</b>	<b>6</b>	<b>119</b>	<b>62</b>	<b>98</b>
Total Security Contact Reviews	1	0	5	3	3
Total Terminal Investigations	0	0	0	0	0



**Narrative Overview for FY 2018 - 2020****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 2018 - 2020**

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2018 - 2020.

Projected Goals for FY 2018 - 2020 - Investigations						
Investigation Type	FY 2018		FY 2019		FY 2020	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	10	0	15	0	20
Non-Rated Reviews (Excludes CSA & SCR)	0	10	0	10	0	10
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	200	0	200	0	200	0
CSA On-Site Comprehensive	10	0	10	0	10	0
<b>Total Investigations</b>	<b>210</b>	<b>20</b>	<b>210</b>	<b>25</b>	<b>210</b>	<b>30</b>
Total Security Contact Reviews	3	3	3	3	3	3
Total Terminal Investigations	0	0	0	0	0	0

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

Michigan will work with FMCSA to conduct motor carrier and HM shipper/carrier interventions, and cargo tank facility reviews as indicated in the table. These will include CSA investigations of prioritized interstate and intrastate motor carriers, shipper/carriers, cargo tank facilities, and non-frivolous carrier complaints.

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

Michigan will conduct carrier interventions and cargo tank facility reviews as outlined in the table above. Michigan will provide regular and specialized and update training as needed for personnel conducting investigations. Michigan plans to use 10 MC investigators to accomplish this goal.

**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.**

Michigan will report the number and type of investigations completed and progress toward the goal each quarter.

## 5 - Traffic Enforcement

*Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).*

### Trend Analysis for 2012 - 2016

#### Instructions:

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2015	09/30/2016	15277	17568
10/01/2014	09/30/2015	12744	14054
10/01/2013	09/30/2014	13051	14752
10/01/2012	09/30/2013	13070	15294
10/01/2011	09/30/2012	13842	21952

☒ **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.

SafetyNet was used to report the number of documented CMV traffic enforcement stops with an inspection. As indicated below, Michigan does not conduct CMV traffic enforcement stops without an inspection. The FMCSA A&I State Quarterly Report and CVSP Data Dashboard was used to report traffic enforcement violations (number of warnings and citations).

### Narrative Overview for FY 2018 - 2020

#### 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](#).*

Michigan has 108 MC dedicated to CVED's roadside enforcement program and 21 field sergeants who are certified to conduct Level III inspections in addition to their regular administrative duties. Michigan's CMV enforcement program uses various funding sources for the purpose of reducing CMV-related crashes and fatalities, and for the protection of the highway transportation infrastructure. In Michigan, MC Officers and Investigators are employed solely for CMV enforcement and do not have the responsibility to conduct enforcement activities on non-CMV's except in certain narrowly specified circumstances (i.e. operating under the influence of drugs/alcohol). In these situations, enforcement activities are not charged to the MCSAP grant, and not used for the State's share or MOE.

### **Projected Goals for FY 2018 - 2020**

*Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018 - 2020. 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.*

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2018	FY 2019	FY 2020
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	12500	12625	12750
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	0	0	0

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the [FAST Act](#) requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

FY 2018 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2018 Activities	Average 2004/05 Activities
51056	230	400	51686	50746

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

MC Officers conduct traffic enforcement on CMVs and by policy, a NAS inspection is conducted on every MCSAP qualifying CMV traffic enforcement stop (100% inspection policy). Michigan uses the data provided in the A&I CVSP Data Dashboard to report progress toward meeting the Traffic Enforcement Objective.

## 6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility. ([49 CFR 350.201 \(aa\)](#)) States must achieve full participation (Step 6) by October 1, 2020. Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(cc\)](#).)

For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of at least Step 6 in PRISM, O&M costs are eligible expenses.

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.).

### Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Deploying Core CVISN	No
PRISM	Step 1	No

Available data sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)

**Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency:** MSP/CVED

**Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency:** Michigan Dept. of State, IRP Unit

### Narrative Overview for FY 2018 - 2020

#### **Problem Statement Narrative and Projected Goal:**

**If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.**

Michigan Dept. of State, Secretary of State (SOS) has a PRISM grant and activities are reported through that agency. While PRISM compliance is not required October 1, 2020 (FY 2021), CVED is working collaboratively with SOS and fully expects to be level 6 compliant by the end of FY 2020.

#### **Program Activities for FY 2018 - 2020: Describe any actions that will be taken to implement full participation in PRISM.**

CVED will continue to work collaboratively with SOS to help them meet PRISM goals and objectives to achieve PRISM compliance.

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

The Michigan SOS has a PRISM Grant and activities are reported through that agency.

## 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.*

### **Trend Analysis for 2012 - 2016**

*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>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Carrier Safety Talks	48	57	59	94	82
CMV Safety Belt Education and Outreach	0	0	0	0	0
State Trucking Association Meetings	0	0	0	0	0
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	0	0	0	0	0
Teen Safety Events	0	0	0	0	0

### **Narrative Overview for FY 2018 - 2020**

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

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

The Michigan Center for Truck Safety (MCTS) is funded through the Michigan Truck Safety Commission (MTSC), by Michigan truck registration fees, to provide CMV safety outreach in Michigan. The Center conducts educational programs for new carriers and drivers, conducts Driver Performance Measure (DPM) driver evaluations, sponsors various safety education events addressing seatbelt use, teen driver, following too closely, and publishes the Michigan Truck Operators Guidebook.

Because the MTSC exists, the Michigan State Police can narrow its focus to educational outreach for motor carriers on topics related to the CMV safety and regulatory compliance from an enforcement perspective. Michigan conducts many carrier safety talks each year for individual carriers upon request, and at multiple industry association functions such as the Michigan Logging Expo, the Michigan Ag Expo, and many others. Topics generally include CDL, hours of service, drug and alcohol issues, hazardous material, and what to expect during a roadside inspection. Michigan is represented on the MTSC board, and provides input on CMV safety issues. Michigan also engages in special truck enforcement initiatives which are funded through the MTSC and other sources. Because funding is provided by other sources for these activities, they are not reported in the CVSP.

Michigan will continue to provide carrier outreach in this manner as long as the MCTS is funded and providing education and outreach addressing CMV safety.

### **Projected Goals for FY 2018 - 2020**

**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 2018	FY 2019	FY 2020
<input type="radio"/>	<input type="radio"/>	Carrier Safety Talks	50	55	60
<input type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	0	0	0
<input type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	0	0	0
<input type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	0	0	0
<input type="radio"/>	<input type="radio"/>	Local Educational Safety Events	0	0	0
<input type="radio"/>	<input type="radio"/>	Teen Safety Events	0	0	0

**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.**

Michigan will provide educational programs/presentations to the transportation industry, general public, and law enforcement personnel as indicated above, and will report each quarter, the number of programs/presentations conducted.

**8 - State Safety Data Quality (SSDQ)**

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

**SSDQ Compliance Status**

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

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

Available data sources:

- [FMCSA website SSDQ information](#)

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 2018 - 2020.

SSDQ Category	Current SSDQ Rating	Goal for FY 2018	Goal for FY 2019	Goal for FY 2020
Crash Record Completeness	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.**

Data current as of May 26, 2017.

**Narrative Overview for FY 2018 - 2020**

**Problem Statement Narrative:** Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary.

N/A

**Program Activities for FY 2018 - 2020:** Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

N/A

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

N/A



## 9 - New Entrant Safety Audits

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP ([49 CFR 350.201](#).) The Act allows a State to conduct intrastate New Entrant safety audits at the State's discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

*Note: The FAST Act also says that 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 type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input 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 2012 - 2016

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

New Entrant Safety Audits	2012	2013	2014	2015	2016
Interstate	703	1149	947	809	895
Intrastate	0	0	0	0	0
<b>Total Audits</b>	<b>703</b>	<b>1149</b>	<b>947</b>	<b>809</b>	<b>895</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 2018 - 2020

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

**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:** Statutory time limits for processing and completing interstate safety audits are:

- If entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier—safety audit must be completed within 18 months.
- If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later—safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

### Projected Goals for FY 2018 - 2020

For the purpose of completing the table below:



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

Projected Goals for FY 2018 - 2020 - New Entrant Safety Audits						
	FY 2018		FY 2019		FY 2020	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	50	0	60	0	70	0
# of Safety Audits (Offsite)	350	0	365	0	375	0
# Group Audits	0	0	0	0	0	0
<b>TOTAL Safety Audits</b>	<b>400</b>	<b>0</b>	<b>425</b>	<b>0</b>	<b>445</b>	<b>0</b>
# of Non-Audit Resolutions	400	0	425	0	450	0

**Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.**

In order to accomplish the goal of reducing the number and severity of CMV-related crashes, injuries, and fatalities, Michigan proposes to conduct offsite and onsite safety audits on Michigan-domiciled interstate carriers, and conduct offsite safety audit on Canadian-domiciled carriers on behalf of the FMCSA Michigan Division, within the parameters of the program.

Michigan conducted 32 offsite Canadian carrier audits in FY 2017. Michigan anticipates being able to manage a similar workload of offsite Canadian carrier audits in FY 2018 and will commit to 32 annually if the inventory supports it.

**Activity Plan for FY 2018 - 2020: 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.**

To meet performance objectives, Michigan will utilize three civilian auditors to conduct safety audits. Michigan will supplement the program with MC Investigators as needed (approximately one half FTE), and also use one secretary, two sergeants, and additional administrative staff on a part-time basis, as needed, for scheduling and operational oversight of the program.

**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.**

Michigan will review the new entrant inventories and activities on a quarterly basis to ensure that the program successfully meets the objectives and measurable performance goals as outlined in the goals, performance objectives, and activities sections above.

Michigan will report the following:

- Number of new entrant safety audits completed
- Number of motor carriers entering the program
- Number of overdue carriers
- Number of carriers exiting the program without a safety audit
- Progress towards completing the projected number of safety audits.

Michigan will pay particular attention to the A & I monthly trend report concerning the new entrant carrier inventory in an attempt to prepare for significant changes in the number of new entrant safety audits that are forthcoming.

**10 - Border Enforcement**

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

**Trend Analysis for 2012 - 2016**

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

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	510	77	46	13	22
Level 2: Walk-Around	1272	1953	1348	104	366
Level 3: Driver-Only	4133	720	121	3	12
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	0	0	0	0	0
Level 6: Radioactive Materials	0	0	0	0	0
<b>Total</b>	<b>5915</b>	<b>2750</b>	<b>1515</b>	<b>120</b>	<b>400</b>

**Narrative Overview for FY 2018 - 2020**

☐ The State chooses not to engage in border enforcement activities in FY 0. If this box is checked, no additional narrative is necessary in this section.

Enter the Agency name conducting Border Enforcement activities if other than the Lead Agency:  
MSP/CVED

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

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

Check all objectives that apply (minimum of 1):

☐ **Objective 1: International Motorcoach Inspections** - Facilitate the conducting of inspections of motorcoaches engaged in international commerce at bus stations, terminals, border crossings, maintenance facilities, destination locations, or other locations where a motor carrier may make a planned stop (excluding a weigh station). For FY 2018, FMCSA encourages States to examine their data on international motorcoach activity and use that data to establish reasonable goals that will result in an appropriate level of motorcoach-focused activities. States must justify the goals set and provide the data or data source references.

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

☐ **Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings** - Conduct international commerce CMV safety inspections at identified sites where known international commerce activity occurs near the Canadian and Mexican borders but where there is no

**official border crossing facility. Site(s) must be identified in the narrative below and describe how far these locations are from the nearest official border crossing facility, if any.**

### Projected Goals for FY 2018 - 2020

*Summarize projected border enforcement activities in the table below.*

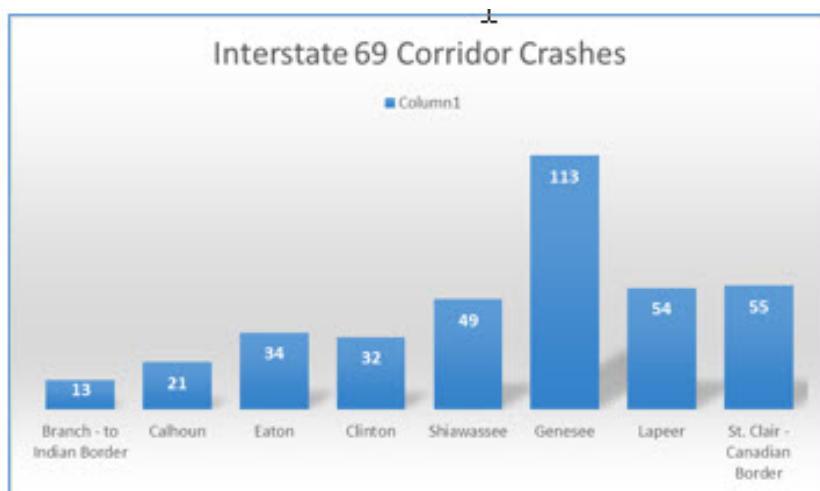
**Note:** All non-international commerce inspections conducted should be included in the Driver Vehicle Inspections section of the CVSP, and not be indicated as BEG inspections on the inspection report which is uploaded into ASPEN

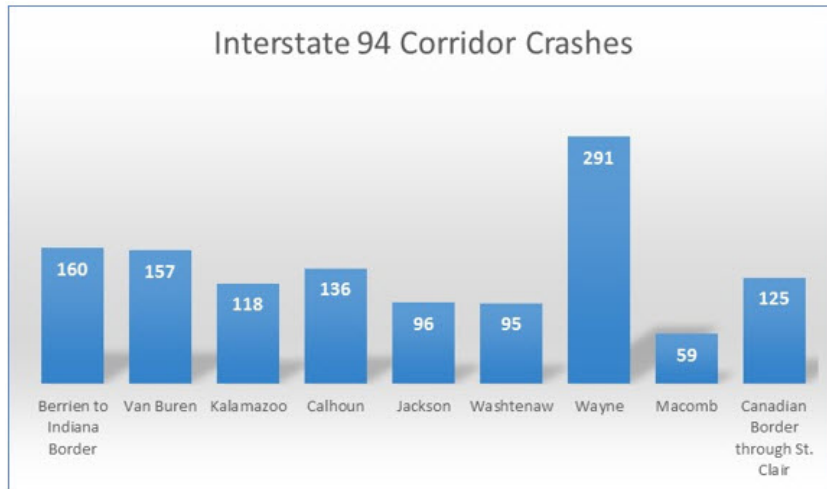
Projected Goals for FY 2018 - 2020 - Border Enforcement			
	FY 2018	FY 2019	FY 2020
Number of International Commerce Regular CMV	550	575	600
Number of International Commerce HM	50	50	50
Number of International Commerce Passenger	0	0	0
<b>Total International Commerce Inspections</b>	<b>600</b>	<b>625</b>	<b>650</b>
Number of Fixed Facility International Inspections	100	100	100
Number of Non-Fixed Facility International Inspections	500	500	500
Traffic Enforcement	125	125	125
Strike Force Activities (CMVs)	0	0	0
Strike Force Activities (Passenger CMVs)	0	0	0

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

Over the past five calendar years (2012 - 2016), Michigan has experienced 13,463 CMV crashes involving Canadian-domiciled carriers. This represents approximately 5 percent of all CMV crashes for the same time period. Nearly 70 percent of the crashes involving Canadian-domiciled carriers occurred on Michigan's three major interstates highways. They include the following:

Interstate 94 - 1,238 crashes  
 Interstate 75 - 762 crashes  
 Interstate 69 - 374 crashes





A significant amount of these crashes occurred in counties that were not adjacent to the border. For example, the southwestern Michigan counties of Berrien, Van Buren and Kalamazoo accounted for 35 percent of all Canadian-domiciled carrier crashes on I-94. On I-69, crash numbers were notable in each county from the Canadian border, across the state, with a slight decrease south of I-94 to the Michigan-Indiana border. On I-75, nearly 94 percent of crashes occur with CMVs traveling I-75 through Wayne and Monroe counties to the Ohio border, and with a smaller number occurring from I-75 at the Sault Ste Marie crossing, to southern Otsego County.

Michigan will address this issue as a part of the overall crash reduction goal by ensuring compliance with traffic and safety regulations on vehicles, and their drivers who are engaged in international commerce, through road-side and fixed-facility traffic enforcement along these major traffic corridors. Inclusive of all Canadian-domiciled crashes in the past 5 years were only five charter buses, one school bus, and one transit bus. Because of extremely low Canadian bus crash numbers, Michigan will focus on motorcoach safety as a component of the roadside inspection objective.

Because FMCSA is now requiring all non-international commerce inspections to be included in the Driver Vehicle Inspections section of the CVSP and not included in BEG reporting, Michigan can no longer account for these CMVs inspections in BEG enforcement activities. These typically represents approximately five to fifteen percent of vehicles inspected. A further challenge exists in that Michigan is a probable-cause state and Canadian-domiciled carriers cannot be targeted for enforcement without first identifying a violation.

† Data Source - SafetyNet data retrieved August 9, 2018

**Activity Plan for FY 2018 - 2020: Describe the specific activities planned to reach border enforcement goals.**

Michigan maintains a regular enforcement presences at its ports of entry. In addition, Michigan will conduct roadside traffic enforcement and fixed facility inspections of vehicles operating in international commerce at the following border locations and traffic corridors and ports of entry.

Interstate 94 from the Port Huron and Detroit border crossings to the Indiana State line.

Interstate 75 from the Detroit border crossing, south to Ohio State line, and from the Sault Ste, Marie crossing to the southern Otsego County border.

Interstate 69 from the Port Huron Border crossing to the Indiana State line.

While no strike force operation inspections are indicated above, Michigan will participate in FMCSA strike force operations, as they are announced, and as they meet program parameters.

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

Michigan will report the number of inspections completed and progress made toward the goal.

**Part 3 - National Emphasis Areas and State Specific Objectives**

*FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2018 - 2020).*

**1 - Enforcement of Federal OOS Orders during Roadside Activities****Instructions:**

*FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.*

**Check this box if:**

**As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal 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.**

**2 - Passenger Carrier Enforcement****Instructions:**

*FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.*

**Check this box if:**

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

**3 - State Specific Objectives – Past****Instructions:**

*Describe any State-specific CMV problems that were addressed with FY2017 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 2017 CVSP.*

**Progress Report on State Specific Objectives(s) from the FY 2017 CVSP**

*Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2017 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.*

**4 - 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 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 2018 - 2020. 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.*



## Part 4 - Financial Information

### 1 - Overview

The spending plan is a narrative explanation of each budget component, and should support the cost estimates for the proposed work. The plan should focus on how each item will achieve the proposed project goals and objectives, and justify how costs are calculated. The spending plan should be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [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 ([2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable** 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.
  - 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 data forms are displayed by budget category. You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share cannot exceed 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share must be at least 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort** expenditures will be entered in a separate line below each budget category table for FY 2018. MOE expenditures will not, and should not, be included in the calculation of Total Project Costs, Federal share, or State share line items.

#### New for FY 2018

- **Incorporation of New Entrant and Border Enforcement into MCSAP**

The FAST Act consolidated new entrant and border enforcement under the MCSAP grant. For FY 2018, costs for New Entrant safety audits and border enforcement activities will no longer be captured in separate spending plans. States may opt to identify new entrant and border enforcement costs separately in the budget tables, but are not required to do so.

- **Calculation of Federal and State Shares**

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

The system calculates an 85 percent Federal share and 15 percent State share automatically for States and populates these values in each line. Federal share is the product of Total Project Costs X .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system.

*States may change or delete the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate 75 percent of an item to Federal share, and 25 percent of the item to State share. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.*

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

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

- **Expansion of 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.*

*The system will confirm that:*

- *Federal share plus State share equals Total Project Costs on each line item*
- *Accounting Method is selected in Personnel, Part 4.2*
- *Overtime value does not exceed the FMCSA limit*
- *Planned MOE Costs equal or exceed FMCSA limit*
- *Proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts*
- *Territory's proposed Total Project Costs are within \$5 of \$350,000*

*For States completing a multi-year CVSP, the financial information should be provided for FY 2018 only.*

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$8,820,416.00	\$1,556,544.00	\$10,376,960.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount ):	\$1,556,544.00
MOE Baseline:	\$3,382,221.50

## 2 - Personnel

*Personnel costs are salaries for employees working directly on a project.*

*List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the eCVSP.*

**Note:** *Do not include any personally identifiable information in the eCVSP.*

*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 of 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. For example, a MCSAP officer spent approximately 35 percent of his 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 annual salary column, enter the annual salary for each position.*

*Total Project Costs are calculated by multiplying # of Staff X % of Time X Annual 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, then justification must be provided in the CVSP for review and approval by FMCSA headquarters.*

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

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP award amount):	\$1,556,544.00

<b>Personnel: Salary and Overtime Project Costs</b>						
<b>Salary Project Costs</b>						
Position(s)	# of Staff	% of Time	Annual Salary	Total Project Costs	Federal Share	State Share
Motor Carrier Officer	108	38.0000	\$58,075.00	\$2,383,398.00	\$2,025,888.30	\$357,509.70
Motor Carrier Investigator	10	80.0000	\$61,395.00	\$491,160.00	\$417,486.00	\$73,674.00
Motor Carrier Sergeant	21	30.0000	\$70,808.00	\$446,090.40	\$379,176.84	\$66,913.56
Motor Carrier Officer Recruit	14	59.0000	\$43,319.00	\$357,814.94	\$304,142.70	\$53,672.24
Motor Carrier Lieutenant	2	75.0000	\$80,705.00	\$121,057.50	\$102,898.88	\$18,158.62
Accountant Manager	1	40.0000	\$86,287.00	\$34,514.80	\$29,337.58	\$5,177.22
Accountant	1	25.0000	\$71,894.00	\$17,973.50	\$15,277.48	\$2,696.02
Accounting Technician	1	10.0000	\$48,171.00	\$4,817.10	\$4,094.54	\$722.56
Department Technician	1	100.0000	\$52,189.00	\$52,189.00	\$44,360.65	\$7,828.35
Motor Carrier Specialist Sergeant	2	55.0000	\$70,919.00	\$78,010.90	\$66,309.27	\$11,701.63
NEP-Vehicle Safety Inspector	3	100.0000	\$52,175.00	\$156,525.00	\$133,046.25	\$23,478.75
NEP-Motor Carrier Investigator	10	5.0000	\$61,391.00	\$30,695.50	\$26,091.18	\$4,604.32
NEP-Motor Carrier Specialist Sergeant	2	25.0000	\$70,919.00	\$35,459.50	\$30,140.58	\$5,318.92
NEP-Motor Carrier Lieutenant	1	10.0000	\$80,808.00	\$8,080.80	\$6,868.68	\$1,212.12
NEP-Accountant Manager	1	3.0000	\$86,611.00	\$2,598.33	\$2,208.58	\$389.75
NEP-Accountant	1	15.0000	\$72,197.00	\$10,829.55	\$9,205.12	\$1,624.43
NEP-Accounting Technician	1	3.0000	\$48,204.00	\$1,446.12	\$1,229.20	\$216.92
NEP-Secretary	1	50.0000	\$53,414.00	\$26,707.00	\$22,700.95	\$4,006.05
<b>Subtotal: Salary</b>				<b>\$4,259,367.94</b>	<b>\$3,620,462.78</b>	<b>\$638,905.16</b>
<b>Overtime Project Costs</b>						
Motor Carrier Officers- Incidental	1	100.0000	\$204,472.00	\$204,472.00	\$173,801.20	\$30,670.80
Motor Carrier Officers- Scheduled Inspection Overtime	1	100.0000	\$41,880.00	\$41,880.00	\$35,598.00	\$6,282.00
NEP-Vehicle Safety Inspector Overtime	1	100.0000	\$898.00	\$898.00	\$763.30	\$134.70
<b>Subtotal: Overtime</b>				<b>\$247,250.00</b>	<b>\$210,162.50</b>	<b>\$37,087.50</b>
<b>TOTAL: Personnel</b>				<b>\$4,506,617.94</b>	<b>\$3,830,625.28</b>	<b>\$675,992.66</b>
<b>Accounting Method:</b>	<b>Modified Accrual</b>					
<b>Planned MOE: Personnel</b>	<b>\$2,078,046.00</b>					

**Enter detailed explanation of how you came up with the personnel costs.**

#### MCSAP and BEG

Michigan has 157 enforcement personnel and four administrative personnel that perform MCSAP eligible activities that will be charged to MCSAP. Enforcement personnel include motor carrier officers, motor carrier investigators, motor carrier sergeants, motor carrier specialist sergeants, motor carrier lieutenants, and motor carrier officer recruits. Administrative personnel include an accountant manager, accountant, accounting technician, and a department technician.

Personnel costs for 108 motor carrier officers are included in the budget. Motor carrier officers conduct NAS inspections, traffic, and compliance enforcement. Motor carrier officers will track their actual time spent on MCSAP eligible activities through automated officer dailies. Salary costs for each motor carrier officer will be multiplied by the actual time each officer spends on MCSAP activities as documented on their officer dailies. Based on historical data, an average of 60% of the motor carrier officer's enforcement activities are MCSAP eligible. However, due to

the amount of the grant award, only 38% of this time is projected to be charged to the MCSAP grant. The remainder will be used as maintenance of effort.

Personnel costs for ten motor carrier investigators are included in the budget. Motor carrier investigators conduct compliance reviews, traffic, and compliance enforcement. Motor carrier investigators will track their actual time spent on MCSAP eligible activities through automated officer dailies. Salary costs for each motor carrier investigator will be multiplied by the actual time spent on MCSAP activities as documented on their officer dailies. Based on historical data, an average of 80% of the motor carrier investigator's time is projected to be spent on MCSAP activities.

Personnel costs for twenty-one field motor carrier sergeants are included in the budget. Field motor carrier sergeants provide oversight of enforcement activities of motor carrier officers, conduct NAS inspections, and conduct traffic enforcement. Field motor carrier sergeants will track their actual time spent on MCSAP eligible activities through automated officer dailies. Salary costs for each sergeant will be multiplied by the actual time spent on MCSAP activities as documented on their officer dailies. Based on historical data, an average of 30% of the motor carrier sergeant's time is projected to be spent on MCSAP activities.

Personnel costs for two division headquarters motor carrier specialist sergeants are included in the budget. These sergeants provide technical expertise in safety, hazardous materials transportation, and regulatory compliance. They also provide program oversight of motor carrier investigators and safety auditors carrying out the compliance review program, safety audit program, and hazardous materials enforcement program. The motor carrier specialist sergeants will track their actual time spent on MCSAP eligible activities on payroll activity reports. Salary costs for each sergeant will be multiplied by the actual time spent on MCSAP activities as documented on their payroll activity reports. Based on historical data, an average of 55% of the sergeant's time is projected to be spent on MCSAP activities.

Personnel costs for two division headquarters motor carrier lieutenants are included in the budget. One lieutenant is the division's grant administrator and provides oversight to the hazardous materials unit and safety compliance unit. The other lieutenant is responsible for the SafetyNet inspection database, commercial motor vehicle crashes, DataQs, information and technology projects including the commercial vehicle information exchange window system, and enforcement officer training, including recruit schools. The lieutenants will track their actual time spent on MCSAP eligible activities through payroll activity reports. Salary costs for each lieutenant will be multiplied by the actual time spent on MCSAP activities as documented on their payroll activity reports. Based on historical data, an average of 75% of the lieutenant's time is projected to be spent on MCSAP activities.

Personnel costs for fourteen motor carrier officer recruits are included in the budget. The motor carrier officer recruits are identified and will be trained to perform MCSAP enforcement activities. These recruits will undergo a nineteen week recruit school program at the Michigan State Police Training Academy to become motor carrier officers. The recruit school begins in August of 2017 with a projected completion date of December of 2017. The budget only includes personnel costs for the officer recruits beginning at the start of the fiscal year, or October 1, 2017. Upon academy recruit school graduation, the recruit officers will complete their training in the field while on probation. Based on historical data, the recruits are projected to spend approximately 59% of their time on MCSAP activities after academy graduation.

Personnel costs for an accountant manager are included in the budget. The accountant manager is responsible for monitoring grant expenditures, completing grant budgets, attending grant meetings, coordinating of federal financial audits, calculating maintenance of effort, and supervising accounting staff. The accountant manager will track her time spent on MCSAP eligible activities through payroll activity reports. Salary costs for the accountant manager will be multiplied by the actual time spent on MCSAP activities as documented on the payroll activity reports. Based on historical data, the accountant manager is projected to spend approximately 40% of her time on MCSAP activities.

Personnel costs for an accountant are included in the budget. The accountant is responsible for monitoring grant expenditures, preparing grant billings and financial reports, ensuring proper grant reimbursement, and tracking grant expenditures. The accountant will track her time spent on MCSAP eligible activities through payroll activity reports. Salary costs for the accountant will be multiplied by the actual time spent on MCSAP activities as documented on the payroll activity reports. Based on historical data, the accountant is projected to spend approximately 25% of her time on MCSAP activities.

Personnel costs for an accounting technician are included in the budget. The accounting technician is responsible to processing employee travel vouchers, processing vendor payments, and overseeing the procurement card program. The accounting technician will track his time spent on MCSAP eligible activities through payroll activity reports. Salary costs for the accounting technician will be multiplied by the actual time spent on MCSAP activities as documented on the payroll activity reports. Based on historical data, the accounting technician is projected to

spend approximately 10% of his time on MCSAP activities.

Personnel costs for a department technician are included in the budget. The department technician is only responsible for MCSAP eligible activities including SafetyNet software, importing/exporting inspections and crashes, and monitoring/responding to DataQs. One hundred percent of the department technician's personnel costs will be charged to MCSAP. Supporting documentation for the charges will be the technician's position description.

The Annual Salary for each position classification includes the employees' base salary and an annual longevity payment. Salary amounts are established by position classification by the state of Michigan Civil Service Commission. Longevity is paid in amounts established by the state of Michigan Civil Service Commission rules.

Overtime includes incidental overtime and scheduled overtime for motor carrier officers. The amount of incidental overtime is projected based on historical data. Scheduled overtime is based upon 1,000 overtime hours for motor carrier officers to perform Level 1 inspections.

### NEP

Michigan has three vehicle safety inspectors/safety auditors, ten motor carrier investigators, two motor carrier specialist sergeants, one motor carrier lieutenant, a secretary, accountant manager, accountant, and an accounting technician that work on New Entrant Program (NEP) activities.

The three vehicle safety inspectors work full-time performing safety audits. The vehicle safety inspectors' NEP activities will be documented on automated officer dailies and by position description. One hundred percent of the vehicle safety auditor's personnel costs will be charged to the grant.

The ten motor carrier investigators work part-time performing safety audits. The motor carrier investigator's NEP activities and related time will be documented on automated officer dailies. Salary costs for each motor carrier investigator will be multiplied by the actual time spent on NEP activities as documented on their officer dailies. Based on historical data, it is projected that motor carrier investigator work on NEP activities will equate to .5 motor carrier investigators.

Two division headquarters motor carrier specialist sergeants will work part-time reviewing safety audit reports, providing personnel training, and overseeing NEP program administration. The motor carrier specialist sergeants will track their actual time spent on NEP eligible activities on payroll activity reports. Salary costs for each sergeant will be multiplied by the actual time spent on NEP activities as documented on their payroll activity reports. Based on historical data, an average of 25% of the sergeant's time is projected to be spent on NEP activities.

One division headquarters motor carrier lieutenant, a secretary, accountant manager, accountant, and accounting technician will provide NEP administrative support functions on a part-time basis. The lieutenant and secretary will provide grant administrative, safety audit management and assignment activities. The accountant manager, accountant, and accounting technician will provide accounting, grant billing, and grant expenditure oversight activities. The administrative support positions will track their actual time spent on NEP eligible activities on payroll activity reports. Salary costs for each person will be multiplied by the actual time spent on NEP activities as documented on their payroll activity reports. Based on historical data, following are the projected NEP time percentages by position: lieutenant-10%, secretary-50%, accountant manager-3%, accountant-15%, and accounting technician-3%.

NEP overtime includes incidental overtime that vehicle safety inspectors may incur while performing safety audits. The budgeted amount is based on 24 total overtime hours.

### MOE

MOE Personnel consists of salary and overtime costs of motor carrier officers related to time spent on MCSAP eligible activities not paid for with federal grant funds or related state match funds. MCSAP eligible activities include inspections, traffic enforcement, and traffic crash reduction activities.

### 3 - Fringe Benefits

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

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 have an 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\(b\)](#).

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

The cost of fringe benefits are allowable if:

- Costs are provided under established written policies
- Costs are equitably allocated to all related activities, including Federal awards
- Accounting basis (cash or accrual) selected for costing each type of leave is consistently followed by the non-Federal entity or specified grouping of employees

Depending on the State, there are set employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

- For each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.
- The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.
- Health Insurance and Pensions can vary greatly and can be averaged and like Workers' Compensation, can sometimes to be broken into sworn and unsworn.

In the Position column include a brief position description that is associated with the fringe benefits.

The **Fringe Benefit Rate** is:

- The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.
- For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.

The **Base Amount** is:

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is:  $\$150,000 \times 64.8/100 = \$97,200$  Total Project Costs.

The Total Project Costs equal Fringe Benefit Rate X Base Amount divided by 100.



Fringe Benefits Project Costs					
Position(s)	Fringe Benefit Rate	Base Amount	Total Project Costs	Federal Share	State Share
Motor Carrier Officer	87.8200	\$2,383,398.00	\$2,093,100.12	\$1,779,135.10	\$313,965.02
Motor Carrier Investigator	79.6000	\$491,160.00	\$390,963.36	\$332,318.86	\$58,644.50
Motor Carrier Sergeant	84.6600	\$446,090.40	\$377,660.13	\$321,011.11	\$56,649.02
Motor Carrier Officer Recruit	85.7700	\$357,814.94	\$306,897.87	\$260,863.19	\$46,034.68
Motor Carrier Lieutenant	70.5800	\$121,057.50	\$85,442.38	\$72,626.02	\$12,816.36
Accountant Manager	56.4400	\$34,514.80	\$19,480.15	\$16,558.13	\$2,922.02
Accountant	76.8300	\$17,973.50	\$13,809.04	\$11,737.68	\$2,071.36
Accounting Technician	97.7100	\$4,817.10	\$4,706.78	\$4,000.76	\$706.02
Department Technician	98.4500	\$52,189.00	\$51,380.07	\$43,673.06	\$7,707.01
Motor Carrier Specialist Sergeant	86.6500	\$78,010.90	\$67,596.44	\$57,456.97	\$10,139.47
Motor Carrier Officers-Incidental OT	56.7200	\$204,472.00	\$115,976.51	\$98,580.03	\$17,396.48
Motor Carrier Officers-Scheduled Inspection OT	56.7200	\$41,880.00	\$23,754.33	\$20,191.18	\$3,563.15
NEP-Vehicle Safety Inspector	95.1100	\$156,525.00	\$148,870.92	\$126,540.28	\$22,330.64
NEP-Motor Carrier Investigator	79.3500	\$30,696.00	\$24,357.27	\$20,703.68	\$3,653.59
NEP-Vehicle Safety Inspector Overtime	57.2400	\$898.00	\$514.01	\$436.91	\$77.10
NEP-Motor Carrier Specialist Sergeant	86.3300	\$35,459.50	\$30,612.18	\$26,020.35	\$4,591.83
NEP-Motor Carrier Lieutenant	60.0000	\$8,080.80	\$4,848.48	\$4,121.21	\$727.27
NEP-Accountant Manager	56.4300	\$2,598.33	\$1,466.23	\$1,246.30	\$219.93
NEP-Accountant	76.5000	\$10,829.55	\$8,284.60	\$7,041.91	\$1,242.69
NEP-Accounting Technician	97.5100	\$1,446.12	\$1,410.11	\$1,198.59	\$211.52
NEP-Secretary	94.4500	\$26,707.00	\$25,224.76	\$21,441.05	\$3,783.71
<b>TOTAL: Fringe Benefits</b>			<b>\$3,796,355.74</b>	<b>\$3,226,902.37</b>	<b>\$569,453.37</b>
<b>Planned MOE: Fringe Benefits</b>	<b>\$1,823,735.00</b>				

**Enter detailed explanation of how you came up with the fringe benefits costs.**

Fringe benefits include retirement (social security, Medicare, retirement, and other postemployment benefits), insurance, and a uniform dry cleaning allowance. In lieu of charging a fringe benefit rate, Michigan charges actual fringe benefit costs for each employee. Fringe benefits costs are projected by using average fringe benefit rates for each employee classification category.

Retirement is calculated on salary, overtime, and longevity in accordance with state of Michigan Department of Technology, Management and Budget financial guidelines. This accounting practice is followed uniformly for all employees charged to any revenue source.

Employee insurance costs are established by collective bargaining unit and state of Michigan agreement with benefit providers. Actual insurance costs for each employee will be charged to MCSAP.

Uniform dry cleaning allowance payments are made to enforcement personnel per collective bargaining agreement and Michigan Department of State Police Official Orders.

Following is a summary of the average fringe benefit rates by personnel category used in fringe benefit projections:

Employee Classification	Retirement %	Insurance %	Cleaning %	Total Benefits %
Motor Carrier Officer	56.72%	30.24%	0.86%	87.82%
Motor Carrier Investigator	56.37%	22.46%	0.77%	79.60%
Motor Carrier Sergeant	56.28%	27.70%	0.68%	84.66%
Motor Carrier Officer Recruit	57.22%	28.55%	0.00%	85.77%
Motor Carrier Lieutenant	54.39%	15.61%	0.58%	70.58%
Accountant Manager	54.39%	2.05%	0.00%	56.44%
Accountant	54.39%	22.44%	0.00%	76.83%
Accounting Technician	57.22%	40.49%	0.00%	97.71%
Department Technician	57.22%	41.23%	0.00%	98.45%
Motor Carrier Specialist Sergeant	55.81%	30.18%	0.66%	86.65%
NEP-Vehicle Safety Inspector	57.22%	37.89%	0.00%	95.11%
NEP-Motor Carrier Investigator	56.37%	22.46%	0.52%	79.35%



NEP-Motor Carrier Specialist Sgt	55.81%	30.18%	0.34%	86.33%
NEP-Motor Carrier Lieutenant	54.39%	5.13%	0.48%	60.00%
NEP-Accountant Manager	54.39%	2.04%	0.00%	56.43%
NEP-Accountant	54.39%	22.11%	0.00%	76.50%
NEP-Accounting Technician	57.22%	40.29%	0.00%	97.51%
NEP-Secretary	54.39%	40.06%	0.00%	94.45%

MOE Fringe Benefits consist of related fringe benefits to salary and overtime costs of motor carrier officers conducting MCSAP eligible activities not paid for with federal grant funds or related state match funds. Fringe benefit costs include motor carrier officer retirement, insurance, and dry cleaning allowances.

**4 - Travel**

*Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, lodging, meals, transportation, registration, 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, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).*

*Total Project Costs should be determined by State users, and input in the table below.*

Travel Project Costs					
Purpose	# of Staff	# of Days	Total Project Costs	Federal Share	State Share
Spring CVSA Conference Travel	7	6	\$14,434.00	\$12,268.90	\$2,165.10
Fall CVSA Conference Travel	9	6	\$15,984.00	\$13,586.40	\$2,397.60
COHMED Conference Travel	4	6	\$8,930.00	\$7,590.50	\$1,339.50
NAIC Inspector's Challenge Travel	2	6	\$3,211.00	\$2,729.35	\$481.65
IFTA/IRP Manager's and Law Enforcement Workshop Travel	2	5	\$2,670.00	\$2,269.50	\$400.50
FMCSA MCSAP Planning Session Travel	3	4	\$4,387.00	\$3,728.95	\$658.05
NTC Investigative Safety Analysis Training Travel	2	13	\$6,768.00	\$5,752.80	\$1,015.20
NTC Master Instructor Development Training Travel	1	5	\$2,111.00	\$1,794.35	\$316.65
NTC Electronic Logging Devices Instructor Training Travel	1	6	\$2,408.00	\$2,046.80	\$361.20
NTC ITD/PRISM Deployment Workshop Travel	1	5	\$2,063.00	\$1,753.55	\$309.45
CMV Post-Crash Inspection Training Travel	2	13	\$8,114.00	\$6,896.90	\$1,217.10
NTC Level VI Inspection Instructor Training Travel	1	5	\$2,011.00	\$1,709.35	\$301.65
22nd & 23rd Recruit School Training Travel	6	100	\$68,229.00	\$57,994.65	\$10,234.35
21st Recruit School Retread Training Travel	14	10	\$10,080.00	\$8,568.00	\$1,512.00
Enforcement In Service Training Travel	155	3	\$10,736.00	\$9,125.60	\$1,610.40
CVED Sergeant Conference Training Travel	23	3	\$8,550.00	\$7,267.50	\$1,282.50
22nd Recruit School Retread Training Travel	14	5	\$9,000.00	\$7,650.00	\$1,350.00
Level VI Annual Inspector Refresher Training Travel	12	1	\$264.00	\$224.40	\$39.60
NEP-Safety Audit & Meeting Travel	1	1	\$1,200.00	\$1,020.00	\$180.00
Routine Travel	139	1	\$9,436.18	\$8,020.75	\$1,415.43
<b>TOTAL: Travel</b>			<b>\$190,586.18</b>	<b>\$161,998.25</b>	<b>\$28,587.93</b>
<b>Planned MOE: Travel</b>	<b>\$0.00</b>				

***Enter detailed explanation of how you came up with the travel costs.***

All travel is reimbursed to members based upon pre-established state of Michigan and Michigan State Police travel

rates, rules, and regulations. Travel regulations and rates are applied consistently to all travel regardless of funding source.

Conference travel includes meals, lodging, airfare, and other transportation costs associated with attendance at the COHMED conference, Spring CVSA conference, NAIC Inspector's Challenge, and Fall CVSA conference. Michigan anticipates four staff members attending COHMED, seven staff members attending the Spring CVSA conference, two staff members attending the NAIC Inspector's Challenge, and nine staff members attending the Fall CVSA conference.

Participation in these conferences is beneficial to Michigan's MCSAP program. Michigan's personnel who will attend these conferences are involved in various positions and committees.

The Commercial Vehicle Safety Alliance (CVSA) is a nonprofit association comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives. The Alliance aims to achieve uniformity, compatibility and reciprocity of commercial motor vehicle inspections and enforcement by certified inspectors dedicated to driver and vehicle safety. CVSA's mission is to improve commercial motor vehicle safety and uniformity throughout the U.S., Canada and Mexico by providing guidance and education to enforcement, industry and policy makers. Attendees join regional meetings, and workshops while networking with industry, and enforcement members from other states concerning matters affecting the transportation industry.

The Cooperative Hazardous Materials Enforcement Development (COHMED) Program provides the advanced hazardous materials (hazmat) and dangerous goods (DG) training that regulatory and enforcement officers need. This training goes significantly beyond basic hazardous materials training officers receive for certification purposes. An annual COHMED Conference is held every spring to provide an opportunity to foster coordination, cooperation and communication between industry and federal, state and local agencies with regulatory and enforcement responsibility for the safe transportation of hazmat/DG. Many jurisdictions send their hazardous materials specialists and/or instructors to the annual COHMED Conference to receive specialized training.

The NAIC's Inspector's Challenge is a CVSA sponsored event that recognizes and awards commercial motor vehicle inspector excellence. Each jurisdiction is invited to send its inspector/officer to compete against other top inspectors/officers from jurisdictions all across North America. NAIC competitors also receive training on the latest commercial motor vehicle safety trends, technologies, standards and inspection procedures while sharing insights, ideas, techniques and experiences with other inspectors.

Michigan has included travel costs for a motor carrier lieutenant and motor carrier sergeant to attend the IFTA/IRP Manager's and Law Enforcement Workshop. This workshop will provide an in-depth exploration of issues impacting IRP, IFTA, law enforcement, and the motor carrier industry in general. The current location of the 2018 workshop is unknown; therefore, average out of state travel costs was included in the budget.

Michigan expects that FMCSA will hold a national MCSAP grant planning meeting during the year. Michigan plans to send three personnel to the meeting. The current location is unknown; therefore, last year's actual costs were used in projected travel costs.

Michigan expects to send several enforcement members to the following FMCSA National Training Center training sessions: a new motor carrier specialist sergeant and a new motor carrier investigator to the Investigative Safety Analysis training, a motor carrier specialist sergeant to the Master Instructor Development training, a motor carrier officer to the Electronic Logging Devices Instructor training, a motor carrier lieutenant to the ITD/PRISM Deployment Workshop, and a motor carrier officer to the Level VI Inspection Instructor training. The current locations are all unknown; therefore, average out of state travel costs was included in the budget.

Michigan expects to send two motor carrier officers to a Florida Highway Patrol Commercial Vehicle Enforcement staff hosted CMV Post-Crash Inspection training planned for two weeks.

Various division led in-service training sessions will be held during the year. An annual three day in-service training will be conducted for all enforcement members. A three day motor carrier sergeant conference will also be conducted during the year. A one day Level VI annual inspector refresher training is also planned.

Michigan will be conducting a motor carrier officer recruit school beginning in August of 2017 and ending in December of 2017. A second recruit school is also planned to begin in August of 2018. Recruit school travel costs included in the budget are only for the grant period beginning October 1, 2017 through September 30, 2018 and include the cost of lodging and meals for recruits and temp staff. The total travel costs for the school is projected at \$115,642. Based on historical data, the recruits are projected to spend approximately 59% of their time on MCSAP activities after academy graduation. Therefore, recruit school travel costs included in the budget are based on 59%

of the total cost of \$115,642, or \$68,229.

Subsequent retread recruit school training sessions are also held subsequent to post academy graduation. Associated travel costs include the lodging and meals of the officer recruits and motor carrier officer training staff. The total travel costs for the 21st recruit school retread/in-service school is projected at \$16,800, and the total travel costs for the 22nd recruit school retread/in-service school is projected at \$15,000. The MCSAP portion of each of these schools is projected at \$10,080 and \$9,000, respectively. This represents 60% of the total cost and is based on the projected MCSAP effort percentage to be derived from motor carrier officer time from the automated officer daily system.

Routine travel costs are for routine travel related to motor carrier officers, motor carrier investigators, and motor carrier sergeants attending meetings, training, and enforcement travel for conducting inspections, team operations, compliance reviews, and other enforcement.

Travel costs for in-service training and routine travel will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system. Conference and out of state travel will be accounted for and charged directly to MCSAP.

The NEP vehicle safety inspectors will incur a minimal amount of travel related to attending section meetings and performing safety audits. Vehicle safety inspector travel will be accounted for and charged directly.

**5 - Equipment**

Equipment is tangible 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 threshold is below \$5,000, check the box below and provide the equipment threshold amount. See §§[200.12](#) Capital assets, [200.20](#) Computing devices, [200.48](#) General purpose equipment, [200.58](#) Information technology systems, [200.89](#) Special purpose equipment, and [200.94](#) Supplies.

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

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

The Total Project Costs equal # of Items x Full Cost per Item x Percentage of Time Dedicated to MCSAP.

Equipment Project Costs						
Item Name	# of Items	Full Cost per Item	% Time Dedicated to MCSAP	Total Project Costs	Federal Share	State Share
<b>TOTAL: Equipment</b>				<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Equipment threshold is greater than \$5,000.</b>						
<b>Planned MOE: Equipment</b>	<b>\$0.00</b>					

**Enter detailed explanation of how you came up with the equipment costs.**

Michigan does not anticipate any equipment costs.

**6 - Supplies**

*Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §§200.20 Computing devices and 200.33 Equipment. Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.*

*List a description of each item requested, including the number of each unit/item, the unit of measurement for the item, and the cost of each item/unit.*

*Total Project Costs equal #of Units x Cost per Unit.*

Supplies Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
22nd & 23rd Recruit School Training Supplies	1	training	\$63,935.00	\$63,935.00	\$54,344.75	\$9,590.25
Vehicle Supplies	5	vehicle	\$9,780.00	\$48,900.00	\$41,565.00	\$7,335.00
Uniforms	1	year	\$23,734.48	\$23,734.48	\$20,174.31	\$3,560.17
Office Supplies	12	monthly	\$1,190.00	\$14,280.00	\$12,138.00	\$2,142.00
Enforcement In Service Training Supplies	1	training	\$6,415.00	\$6,415.00	\$5,452.75	\$962.25
NEP-Office Supplies	12	monthly	\$85.00	\$1,020.00	\$867.00	\$153.00
<b>TOTAL: Supplies</b>				<b>\$158,284.48</b>	<b>\$134,541.81</b>	<b>\$23,742.67</b>
<b>Planned MOE: Supplies</b>	<b>\$0.00</b>					

**Enter detailed explanation of how you came up with the supplies costs.**

Recruit school supplies are supplies related to training and outfitting new motor carrier officer recruits. Supplies include uniforms, fatigues, and web gear for the recruits. Supplies also include enforcement training tools, tasers, and other supplies. Based on historical data, the recruits are projected to spend approximately 59% of their time on MCSAP activities after academy graduation. Therefore, recruit supply costs included in the budget are also based on 59% of the total cost.

		Total Amount	
		Total Amount	Allocable to
	for School	MCSAP %	MCSAP
Uniforms	\$53,727	59%	\$31,699
Supplies	\$34,866	59%	\$20,571
Tasers	\$16,985	59%	\$10,021
Copier & Printing	<u>\$2,787</u>	59%	<u>\$1,644</u>
Total Supplies	\$108,364		\$63,935

Vehicle supplies consist of equipment supplies needed for five additional patrol vehicles projected to be added to the fleet. This equipment includes portable scales, in-car video cameras, lasers, and other miscellaneous vehicle supplies.

Uniforms and related supplies are required for enforcement members performing MCSAP activities. Enforcement members are sworn law enforcement officers required to wear fatigue uniforms while on road patrol and formal

uniforms for court and professional meetings. Projected amounts are based on historical expenditures for uniforms.

General office supplies are required for enforcement members performing MCSAP activities. Office supplies include supplies needed at various division and post offices located throughout the state. Projected amounts are based on historical office supply expenditures.

A portion of general office supplies, uniform supplies, and part supplies will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

NEP office supplies are required for full-time vehicle safety inspectors performing NEP activities. NEP office supplies include supplies needed at the inspector's offices located at various posts. NEP office supplies will be separately accounted for and charged directly to the grant. Projected amounts are based on historical office supply expenditures.

## 7 - Contractual and Subaward

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

**CONTRACTUAL** – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

**Note:** Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

**SUBAWARD** – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#), [2 CFR §200.330](#)).

**SUBRECIPIENT** - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

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

Total Project Costs should be determined by State users and input in the table below.

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 used to support (i.e. ITD, PRISM, SSDQ or other services).

Contractual and Subaward Project Costs						
Legal Name	DUNS/EIN	Number	Instrument Type	Total Project Costs	Federal Share	State Share
Iteris, Inc.	EIN	952588496	Contract	\$44,100.00	\$37,485.00	\$6,615.00
Description of Services: CVIEW-Plus Software Maintenance & Hosting						
Iteris, Inc.	EIN	952588496	Contract	\$27,562.00	\$23,427.70	\$4,134.30
Description of Services: inSPECT Software Maintenance						
<b>TOTAL: Contractual and Subaward</b>				<b>\$71,662.00</b>	<b>\$60,912.70</b>	<b>\$10,749.30</b>
<b>Planned MOE: Contractual and Subaward</b>	<b>\$0.00</b>					

**Enter detailed explanation of how you came up with the contractual and subaward costs.**

Michigan projects a total of \$71,662 in contractual services. In fiscal year 2016, Michigan implemented CVIEW-Plus and inSPECT software purchased from Iteris. In fiscal year 2018, Michigan will be required to pay Iteris a \$44,100 maintenance & hosting fee for CVIEW-Plus and a \$27,562 software maintenance fee for inSPECT.



## 8 - Other Costs

Other costs are those not classified elsewhere, such as communications or utility costs. As with other expenses, these must be allocable to the Federal award. The total costs and allocation bases must be shown in the narrative.

Examples of Other costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.) and unit cost must be included. All Other costs must be specifically itemized and described.

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.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, and the cost per unit/item 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 Number of Units x Cost per Item.

### Indirect Costs

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

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

### Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Costs	Total Indirect Costs	Federal Share	State Share
Salaries, Wages and Fringe (SWF)	5.40	\$7,784,145.32	\$420,343.84	\$357,292.26	\$63,051.58
Salaries, Wages and Fringe (SWF)	5.40	\$518,829.00	\$28,016.76	\$23,814.25	\$4,202.51
<b>TOTAL: Indirect Costs</b>			<b>\$448,360.60</b>	<b>\$381,106.51</b>	<b>\$67,254.09</b>

Other Costs Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
CVSA Membership Dues	1	annual dues	\$16,600.00	\$16,600.00	\$14,110.00	\$2,490.00
HELP, Inc. Membership Dues	1	annual dues	\$7,500.00	\$7,500.00	\$6,375.00	\$1,125.00
CVSA Decals	10800	decal	\$0.29	\$3,132.00	\$2,662.20	\$469.80
Spring CVSA Conference Registration Fees	7	attendee	\$550.00	\$3,850.00	\$3,272.50	\$577.50
Fall CVSA Conference Registration Fees	9	attendee	\$550.00	\$4,950.00	\$4,207.50	\$742.50
COHMED Conference Registration Fees	4	attendee	\$550.00	\$2,200.00	\$1,870.00	\$330.00
IFTA/IRP Manager's and Law Enforcement Workshop Registration Fees	2	attendee	\$395.00	\$790.00	\$671.50	\$118.50
21st Recruit School Retread Training Room Rental Costs	1	training	\$1,200.00	\$1,200.00	\$1,020.00	\$180.00
Enforcement In Service Training Room Rental Costs	1	training	\$450.00	\$450.00	\$382.50	\$67.50
Sergeant Training Conference Room Rental	1	training	\$450.00	\$450.00	\$382.50	\$67.50
Level VI Annual Inspector Refresher Rental Room Cost	1	training	\$200.00	\$200.00	\$170.00	\$30.00
22nd and 23rd Recruit School Temp Staff Fleet Costs	1	training	\$21,490.00	\$21,490.00	\$18,266.50	\$3,223.50
22nd and 23rd Recruit School Purchased Services	1	training	\$5,107.00	\$5,107.00	\$4,340.95	\$766.05

22nd and 23rd Recruit School Training Rental Room Costs	1	training	\$16,879.00	\$16,879.00	\$14,347.15	\$2,531.85
Single Audit Fees	1	annual fee	\$2,154.00	\$2,154.00	\$1,830.90	\$323.10
NEP-Fleet	1	annual	\$22,670.00	\$22,670.00	\$19,269.50	\$3,400.50
NEP-Telecommunications	3	inspector	\$1,300.00	\$3,900.00	\$3,315.00	\$585.00
NEP-Printing & Postage	12	monthly	\$5.00	\$60.00	\$51.00	\$9.00
NEP-Technology Desktop and Email Fees	1	annual fees	\$3,435.00	\$3,435.00	\$2,919.75	\$515.25
Fleet-patrol vehicles	143	patrol vehicles	\$7,164.12	\$1,024,469.16	\$870,798.79	\$153,670.37
Telecommunications	12	monthly	\$3,892.00	\$46,704.00	\$39,698.40	\$7,005.60
Technology Charges	1	annual	\$5,841.00	\$5,841.00	\$4,964.85	\$876.15
Rent	12	monthly	\$335.00	\$4,020.00	\$3,417.00	\$603.00
Training Seminar Fees	1	annual	\$2,530.00	\$2,530.00	\$2,150.50	\$379.50
Purchased Services	1	annual	\$2,903.90	\$2,903.90	\$2,468.32	\$435.58
Mailing and Printing	12	monthly	\$134.00	\$1,608.00	\$1,366.80	\$241.20
<b>TOTAL: Other Costs</b>				<b>\$1,205,093.06</b>	<b>\$1,024,329.11</b>	<b>\$180,763.95</b>
<b>Planned MOE: Other Costs</b>	<b>\$167,777.00</b>					

***Enter detailed explanation of how you came up with the other costs.***

### **Indirect Costs**

Michigan has approval from its cognizant agency, the US Department of Homeland Security, to use an indirect cost rate of 5.4% of personnel and fringe benefits for the 2018 fiscal year. The original CVSP budget contained a provisional indirect cost rate of 4.3%.

Indirect costs include the indirect costs of the Michigan State Police (MSP) and the state of Michigan's Statewide Cost Allocation Plan (SWCAP). Examples of MSP indirect costs include MSP accounting budgeting, executive direction, purchasing, and internal audit functions. Examples of SWCAP costs include the state of Michigan's Department of Technology Management and Budget accounting, budgeting, purchasing and Michigan's Department of Treasury warrant processing and receipt processing functions.

### **Other Costs**

CVSA annual membership dues are for Michigan's Level V membership in CVSA. The dues are the actual amount that will be charged and will cover the period of October 1, 2017 through September 30, 2018. The dues will be accounted for and directly charged to MCSAP.

HELP, Inc. annual member dues are for Michigan's Public Jurisdiction assessment from HELP, Inc. The dues are the actual amount that will be charged and will cover the period of October 1, 2017 through September 30, 2018. The dues will be accounted for and directly charged to MCSAP.

Michigan anticipates issuing 10,800 CVSA decals at a cost of \$.29 per decal which includes estimated shipping costs. Actual decal costs will be accounted for and directly charged to MCSAP.

Conference registration fees include registration fees for personnel to attend the COHMED conference, Spring CVSA Conference, and the Fall CVSA Conference. Conference registration fees are based on current rates. Actual conference registration fees will be accounted for and directly charged to MCSAP.

Registration fees for the IFTA/IRP Manager's and Law Enforcement Workshop are included in the budget and are based on current rates. Actual workshop registration fees will be accounted for and directly charged to MCSAP.

Room rental fees for planned recruit school retread training, enforcement personnel in-service training, a motor carrier sergeant training conference, and Level VI Annual Inspector Refresher training are included in the budget. The room rental fees will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system. For example, the room rental fees for the 21st recruit school retread/in service training of \$1,200 is based upon the projected MCSAP portion of 60% multiplied by the total room cost of \$2,000.

The budget includes costs for recruit school training staff fleet, purchased services, and facility training room rental fees. Recruit school costs include the cost of state unmarked vehicles to be driven by school temporary staff members during the duration of each 19 week recruit school. Recruit school purchased services include uniform alteration services and health related testing services. Recruit school facility training room rental fees include rentals of Michigan State Police Training Academy conference rooms, gymnasium, training tank, drive track, firearms range, and graduation facilities. Based on historical data, the recruits are projected to spend approximately 59% of their time on MCSAP activities after academy graduation. Therefore, recruit school training costs included in the budget are also based on 59% of the total cost.

	Total Amount		
	Total Amount	Allocable to	
	<u>for School</u>	<u>MCSAP %</u>	<u>MCSAP</u>
Temp Staff Fleet	\$36,424	59%	\$21,490
Purchased Services	\$8,656	59%	\$5,107
Training Rental Room Costs	<u>\$28,608</u>	59%	<u>\$16,879</u>
Total Supplies	\$73,688		\$43,476

Single audit fees paid to the Michigan Office of the Auditor General for single audit services performed are included in the budget. Single audit fees represent the fees solely related to the proportionate share for the MCSAP grant. Michigan pays for the fees directly and does not include them in the indirect cost pool. Actual single audit fees for audit services provided for the MCSAP grant will be charged.

Fleet-Patrol Vehicle costs include projected lease costs related to the leasing of pursuit-rated Tahoe patrol vehicles from the state of Michigan Department of Technology and Budget (DTMB). Michigan pays DTMB a monthly lease fee to cover the total vehicle cost and also a mileage fee for every mile incurred to cover maintenance and fuel costs. A portion of these fleet costs will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system. The revised CVSP FY18 budget includes projected fleet costs based on 143 patrol vehicles at an annual projected cost of \$7,164 per vehicle. The original CVSP budget contained a projection of 138 patrol vehicles at an annual projected cost of \$4,739 per vehicle. Actual YTD FY18 mileage costs have been higher than originally projected.

Telecommunication costs include smartphones and patrol vehicle modems. Through the use of smartphones and modems, enforcement personnel have a fully mobile office environment in their patrol vehicles. Telecommunication costs will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

Technology charges are charges from DTMB and include annual desktop service fees, email fees, and desk phone charges. Technology costs will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

Rent costs relate to the motor carrier sergeant, motor carrier investigator, and motor carrier officers office space in the Michigan State Police first district headquarters and Lansing Post building. These costs are not included in the indirect cost pool or SWCAP as state building office space costs are billed to the Michigan state departments directly. Rent costs for the first district headquarters building are charged in accordance with the actual office space occupied. Rent will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

Training seminar fees are registration fees paid for motor carrier sergeant, motor carrier investigator, and motor carrier officer employee and enforcement development training. These costs will be allocated to MCSAP in

accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

Purchased service costs are projected alteration services, portable scale certifications, and equipment repairs for equipment including portable scales and radars. Purchased service costs will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

Mailing and printing costs are projected postage, printing, and copier charges. These costs will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

NEP other costs include fleet, telecommunications, printing & postage, and DTMB technology fees related to the three full-time vehicle safety inspectors. The partial fleet of the motor carrier investigators related to performing safety audits is also included in the budget. These costs will be accounted for and charged directly to the grant.

## 9 - Comprehensive Spending Plan

The comprehensive spending plan is auto-populated from all line items in the tables and is in read-only format.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$8,820,416.00	\$1,556,544.00	\$10,376,960.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$1,556,544.00
MOE Baseline:	\$3,382,221.50

Estimated Expenditures			
Personnel			
	Federal Share	State Share	Total Project Costs
Motor Carrier Officer	\$2,025,888.30	\$357,509.70	\$2,383,398.00
Motor Carrier Investigator	\$417,486.00	\$73,674.00	\$491,160.00
Motor Carrier Sergeant	\$379,176.84	\$66,913.56	\$446,090.40
Motor Carrier Officer Recruit	\$304,142.70	\$53,672.24	\$357,814.94
Motor Carrier Lieutenant	\$102,898.88	\$18,158.62	\$121,057.50
Accountant Manager	\$29,337.58	\$5,177.22	\$34,514.80
Accountant	\$15,277.48	\$2,696.02	\$17,973.50
Accounting Technician	\$4,094.54	\$722.56	\$4,817.10
Department Technician	\$44,360.65	\$7,828.35	\$52,189.00
Motor Carrier Specialist Sergeant	\$66,309.27	\$11,701.63	\$78,010.90
NEP-Vehicle Safety Inspector	\$133,046.25	\$23,478.75	\$156,525.00
NEP-Motor Carrier Investigator	\$26,091.18	\$4,604.32	\$30,695.50
NEP-Motor Carrier Specialist Sergeant	\$30,140.58	\$5,318.92	\$35,459.50
NEP-Motor Carrier Lieutenant	\$6,868.68	\$1,212.12	\$8,080.80
NEP-Accountant Manager	\$2,208.58	\$389.75	\$2,598.33
NEP-Accountant	\$9,205.12	\$1,624.43	\$10,829.55
NEP-Accounting Technician	\$1,229.20	\$216.92	\$1,446.12
NEP-Secretary	\$22,700.95	\$4,006.05	\$26,707.00
<b>Salary Subtotal</b>	<b>\$3,620,462.78</b>	<b>\$638,905.16</b>	<b>\$4,259,367.94</b>
Motor Carrier Officers-Incidental	\$173,801.20	\$30,670.80	\$204,472.00
Motor Carrier Officers-Scheduled Inspection Overtime	\$35,598.00	\$6,282.00	\$41,880.00
NEP-Vehicle Safety Inspector Overtime	\$763.30	\$134.70	\$898.00
<b>Overtime subtotal</b>	<b>\$210,162.50</b>	<b>\$37,087.50</b>	<b>\$247,250.00</b>
<b>Personnel total</b>	<b>\$3,830,625.28</b>	<b>\$675,992.66</b>	<b>\$4,506,617.94</b>
<b>Planned MOE</b>	<b>\$2,078,046.00</b>		

Fringe Benefits			
	Federal Share	State Share	Total Project Costs
Motor Carrier Officer	\$1,779,135.10	\$313,965.02	\$2,093,100.12
Motor Carrier Investigator	\$332,318.86	\$58,644.50	\$390,963.36
Motor Carrier Sergeant	\$321,011.11	\$56,649.02	\$377,660.13
Motor Carrier Officer Recruit	\$260,863.19	\$46,034.68	\$306,897.87
Motor Carrier Lieutenant	\$72,626.02	\$12,816.36	\$85,442.38
Accountant Manager	\$16,558.13	\$2,922.02	\$19,480.15
Accountant	\$11,737.68	\$2,071.36	\$13,809.04
Accounting Technician	\$4,000.76	\$706.02	\$4,706.78
Department Technician	\$43,673.06	\$7,707.01	\$51,380.07
Motor Carrier Specialist Sergeant	\$57,456.97	\$10,139.47	\$67,596.44
Motor Carrier Officers-Incidental OT	\$98,580.03	\$17,396.48	\$115,976.51
Motor Carrier Officers-Scheduled Inspection OT	\$20,191.18	\$3,563.15	\$23,754.33
NEP-Vehicle Safety Inspector	\$126,540.28	\$22,330.64	\$148,870.92
NEP-Motor Carrier Investigator	\$20,703.68	\$3,653.59	\$24,357.27
NEP-Vehicle Safety Inspector Overtime	\$436.91	\$77.10	\$514.01
NEP-Motor Carrier Specialist Sergeant	\$26,020.35	\$4,591.83	\$30,612.18
NEP-Motor Carrier Lieutenant	\$4,121.21	\$727.27	\$4,848.48
NEP-Accountant Manager	\$1,246.30	\$219.93	\$1,466.23
NEP-Accountant	\$7,041.91	\$1,242.69	\$8,284.60
NEP-Accounting Technician	\$1,198.59	\$211.52	\$1,410.11
NEP-Secretary	\$21,441.05	\$3,783.71	\$25,224.76
<b>Fringe Benefits total</b>	<b>\$3,226,902.37</b>	<b>\$569,453.37</b>	<b>\$3,796,355.74</b>
<b>Planned MOE</b>	<b>\$1,823,735.00</b>		

Travel			
	Federal Share	State Share	Total Project Costs
Spring CVSA Conference Travel	\$12,268.90	\$2,165.10	\$14,434.00
Fall CVSA Conference Travel	\$13,586.40	\$2,397.60	\$15,984.00
COHMED Conference Travel	\$7,590.50	\$1,339.50	\$8,930.00
NAIC Inspector's Challenge Travel	\$2,729.35	\$481.65	\$3,211.00
IFTA/IRP Manager's and Law Enforcement Workshop Travel	\$2,269.50	\$400.50	\$2,670.00
FMCSA MCSAP Planning Session Travel	\$3,728.95	\$658.05	\$4,387.00
NTC Investigative Safety Analysis Training Travel	\$5,752.80	\$1,015.20	\$6,768.00
NTC Master Instructor Development Training Travel	\$1,794.35	\$316.65	\$2,111.00
NTC Electronic Logging Devices Instructor Training Travel	\$2,046.80	\$361.20	\$2,408.00
NTC ITD/PRISM Deployment Workshop Travel	\$1,753.55	\$309.45	\$2,063.00
CMV Post-Crash Inspection Training Travel	\$6,896.90	\$1,217.10	\$8,114.00
NTC Level VI Inspection Instructor Training Travel	\$1,709.35	\$301.65	\$2,011.00
22nd & 23rd Recruit School Training Travel	\$57,994.65	\$10,234.35	\$68,229.00
21st Recruit School Retread Training Travel	\$8,568.00	\$1,512.00	\$10,080.00
Enforcement In Service Training Travel	\$9,125.60	\$1,610.40	\$10,736.00
CVED Sergeant Conference Training Travel	\$7,267.50	\$1,282.50	\$8,550.00
22nd Recruit School Retread Training Travel	\$7,650.00	\$1,350.00	\$9,000.00
Level VI Annual Inspector Refresher Training Travel	\$224.40	\$39.60	\$264.00
NEP-Safety Audit & Meeting Travel	\$1,020.00	\$180.00	\$1,200.00
Routine Travel	\$8,020.75	\$1,415.43	\$9,436.18
<b>Travel total</b>	<b>\$161,998.25</b>	<b>\$28,587.93</b>	<b>\$190,586.18</b>
<b>Planned MOE</b>	<b>\$0.00</b>		

Equipment			
	Federal Share	State Share	Total Project Costs
<b>Equipment total</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Planned MOE</b>	<b>\$0.00</b>		



<b>Supplies</b>			
	Federal Share	State Share	Total Project Costs
22nd & 23rd Recruit School Training Supplies	\$54,344.75	\$9,590.25	\$63,935.00
Vehicle Supplies	\$41,565.00	\$7,335.00	\$48,900.00
Uniforms	\$20,174.31	\$3,560.17	\$23,734.48
Office Supplies	\$12,138.00	\$2,142.00	\$14,280.00
Enforcement In Service Training Supplies	\$5,452.75	\$962.25	\$6,415.00
NEP-Office Supplies	\$867.00	\$153.00	\$1,020.00
<b>Supplies total</b>	<b>\$134,541.81</b>	<b>\$23,742.67</b>	<b>\$158,284.48</b>
<b>Planned MOE</b>	<b>\$0.00</b>		

<b>Contractual and Subaward</b>			
	Federal Share	State Share	Total Project Costs
Iteris, Inc.	\$37,485.00	\$6,615.00	\$44,100.00
Iteris, Inc.	\$23,427.70	\$4,134.30	\$27,562.00
<b>Contractual and Subaward total</b>	<b>\$60,912.70</b>	<b>\$10,749.30</b>	<b>\$71,662.00</b>
<b>Planned MOE</b>	<b>\$0.00</b>		

Other Costs			
	Federal Share	State Share	Total Project Costs
CVSA Membership Dues	\$14,110.00	\$2,490.00	\$16,600.00
HELP, Inc. Membership Dues	\$6,375.00	\$1,125.00	\$7,500.00
CVSA Decals	\$2,662.20	\$469.80	\$3,132.00
Spring CVSA Conference Registration Fees	\$3,272.50	\$577.50	\$3,850.00
Fall CVSA Conference Registration Fees	\$4,207.50	\$742.50	\$4,950.00
COHMED Conference Registration Fees	\$1,870.00	\$330.00	\$2,200.00
IFTA/IRP Manager's and Law Enforcement Workshop Registration Fees	\$671.50	\$118.50	\$790.00
21st Recruit School Retread Training Room Rental Costs	\$1,020.00	\$180.00	\$1,200.00
Enforcement In Service Training Room Rental Costs	\$382.50	\$67.50	\$450.00
Sergeant Training Conference Room Rental	\$382.50	\$67.50	\$450.00
Level VI Annual Inspector Refresher Rental Room Cost	\$170.00	\$30.00	\$200.00
22nd and 23rd Recruit School Temp Staff Fleet Costs	\$18,266.50	\$3,223.50	\$21,490.00
22nd and 23rd Recruit School Purchased Services	\$4,340.95	\$766.05	\$5,107.00
22nd and 23rd Recruit School Training Rental Room Costs	\$14,347.15	\$2,531.85	\$16,879.00
Single Audit Fees	\$1,830.90	\$323.10	\$2,154.00
NEP-Fleet	\$19,269.50	\$3,400.50	\$22,670.00
NEP-Telecommunications	\$3,315.00	\$585.00	\$3,900.00
NEP-Printing & Postage	\$51.00	\$9.00	\$60.00
NEP-Technology Desktop and Email Fees	\$2,919.75	\$515.25	\$3,435.00
Fleet-patrol vehicles	\$870,798.79	\$153,670.37	\$1,024,469.16
Telecommunications	\$39,698.40	\$7,005.60	\$46,704.00
Technology Charges	\$4,964.85	\$876.15	\$5,841.00
Rent	\$3,417.00	\$603.00	\$4,020.00
Training Seminar Fees	\$2,150.50	\$379.50	\$2,530.00
Purchased Services	\$2,468.32	\$435.58	\$2,903.90
Mailing and Printing	\$1,366.80	\$241.20	\$1,608.00
<b>Other Costs total</b>	<b>\$1,024,329.11</b>	<b>\$180,763.95</b>	<b>\$1,205,093.06</b>
<b>Planned MOE</b>	<b>\$167,777.00</b>		

Total Costs			
	Federal Share	State Share	Total Project Costs
<b>Subtotal for Direct Costs</b>	<b>\$8,439,309.52</b>	<b>\$1,489,289.88</b>	<b>\$9,928,599.40</b>
Indirect Costs	\$381,106.51	\$67,254.09	\$448,360.60
<b>Total Costs Budgeted</b>	<b>\$8,820,416.03</b>	<b>\$1,556,543.97</b>	<b>\$10,376,960.00</b>
<b>Total Planned MOE</b>	<b>\$4,069,558.00</b>		

**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.

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$8,820,416.00	\$1,556,544.00	\$10,376,960.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$1,556,544.00
MOE Baseline:	\$3,382,221.50

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs	Planned MOE Costs
Salary Subtotal	\$3,620,462.78	\$638,905.16	\$4,259,367.94	NA
Overtime Subtotal	\$210,162.50	\$37,087.50	\$247,250.00	NA
Personnel Total	\$3,830,625.28	\$675,992.66	\$4,506,617.94	\$2,078,046.00
Fringe Benefits Total	\$3,226,902.37	\$569,453.37	\$3,796,355.74	\$1,823,735.00
Travel Total	\$161,998.25	\$28,587.93	\$190,586.18	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$134,541.81	\$23,742.67	\$158,284.48	\$0.00
Contractual and Subaward Total	\$60,912.70	\$10,749.30	\$71,662.00	\$0.00
Other Costs Total	\$1,024,329.11	\$180,763.95	\$1,205,093.06	\$167,777.00
	85% Federal Share	15% State Share	Total Project Costs	Planned MOE Costs
Subtotal for Direct Costs	\$8,439,309.52	\$1,489,289.88	\$9,928,599.40	\$4,069,558.00
Indirect Costs	\$381,106.51	\$67,254.09	\$448,360.60	NA
<b>Total Costs Budgeted</b>	<b>\$8,820,416.03</b>	<b>\$1,556,543.97</b>	<b>\$10,376,960.00</b>	<b>\$4,069,558.00</b>

**Part 5 - Certifications and Documents**

*Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.*

*If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.*

**1 - State Certification**

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

1. What is the name of the person certifying the declaration for your State? Michael A. Krumm
2. What is this person's title? Division Commander
3. Who is your Governor's highway safety representative? Michael Prince
4. What is this person's title? Director

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

- ☒ Yes
- ☐ No

**State Certification declaration:**

I, Michael A. Krumm, Division Commander, on behalf of the State of MICHIGAN, 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](#).

**2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification**

*You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.*

1. What is the name of your certifying State official? Michael A. Krumm
2. What is the title of your certifying State official? Division Commander
3. What are the phone # and email address of your State official? krummm@michigan.gov 517-284-3242

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

- ☒ Yes
- ☐ No

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

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

**3 - New Laws/Legislation/Policy Impacting CMV Safety**

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

☐ Yes ☒ No

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

☐ Yes ☒ No



STATE OF MICHIGAN  
DEPARTMENT OF STATE POLICE  
LANSING

RICK SNYDER  
GOVERNOR

COL. KRISTE KIBBEY ETUE  
DIRECTOR

## Annual Review of Laws, Regulations, Policies, and Compatibility Certification

### State of Michigan

I, **Capt. Michael A. Krumm**, certify that the State of Michigan has conducted an annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the state's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a state enforcement program.

For the purpose of this certification, compatible means state laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

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

Signature of Certifying Official: Capt. Michael Krumm

Title of Certifying Official: CAPTAIN

Date of Certification: 8-8-17