

WISCONSIN

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2018

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 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
- Part 3: National Emphasis Areas and State Specific Objectives
- Part 4: Financial Information
- 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.*

The mission of the Wisconsin Department of Transportation (WisDOT) - of which the Wisconsin State Patrol (WSP) is a division - is to provide leadership in the development and operation of a safe and efficient transportation system. The mission of the Wisconsin State Patrol (WSP) is to promote highway and public safety and to enhance the quality of life for all Wisconsin citizens and visitors by providing and supporting professional, competent, and compassionate law enforcement services. Within the WSP's Motor Carrier Enforcement Section, the WSP utilizes Motor Carrier Safety Assistance Program (MCSAP) funding to target activities in its mission to reduce the number and severity of commercial motor vehicle (CMV) crashes.

Wisconsin's goal is to maintain large truck and bus fatalities per 100 million VMT to .11 or less annually through CY 2018. For FFY 2018, the WSP's MCSAP goals include:

Inspecting commercial vehicles and their drivers to ensure vehicles are mechanically sound and drivers are in compliance with federal and state laws and regulations.

Assuring the implementation of CSA initiatives to further program quality standards including a good faith review of all inspection-related Requests for Data Review (RDRs) for three years from the date of inspection and for all crash-related RDRs for five years from the date of the crash.

Setting up motor coach destination inspections through strike forces and addressing related unsafe driver behavior and conduct such as speeding, following too closely, operating in violation of an out-of-service order, and hours of service violations. This will include the allocation of resources to conduct enhanced investigations for motor carriers of passengers and may include training for State inspectors and investigators participating in and conducting comprehensive and focused investigations. The WSP will partner with FMCSA in conducting the investigations and inspections of motor coaches at carrier locations. Level 1 or Level 5 inspections will be conducted during investigations of all passenger carriers operating motor coaches and during investigations of non-motor coach operating passenger carriers that have a Vehicle Maintenance Behavior Analysis Safety Improvement Category (BASIC) percentile above the threshold of 65 at the time of the investigation.

Monitoring industry initiatives including frac sand mining in Northwest Wisconsin, the timber industry, and other large industry activities and creating special details to ensure that safety is ensured commensurate with the level of CMV traffic being generated.

Oversight of data measures to assure that Wisconsin remains good/green in all rated categories.

Ensuring that a motor carrier's operating authority is confirmed during each inspection and that action is taken if not in compliance. WSP will accomplish through communication to inspectors through memoranda, meeting and in-service opportunities about the need to utilize Query Central and Aspen 3.0 to check the status of operating authority for every vehicle at each inspection and traffic enforcement stop. The WSP will strive to attain the out of service "catch rate" of 85% that has been identified by FMCSA as the goal to achieve compliance.

Conducting CMV traffic enforcement associated with an inspection and traffic enforcement without an accompanying inspection resulting from an observed unsafe driver behavior. This includes traffic enforcement of non-CMV's operating unsafely around CMV's. TACT high visibility enforcement methodology will also be incorporated into WSP's normal traffic enforcement operations.

Conducting ongoing inspection and enforcement including actively participating in national enforcement strike forces targeting HM Shipper, Cargo Tank Repairers and Shippers and Transporters of crude oil, propane, and liquefied natural gas. This includes the enforcement of HM regulations, with particular emphasis on ensuring that: 1) CT carriers are transporting HM in appropriate vehicles through roadside inspections and on-site investigations, and 2) CT manufacturing, testing and repair facilities are building, testing and repairing CTs in accordance with HM regulations through the conduct of specialized CTFRs.

Participation in training associated with the implementation of Electronic Logging Device (ELD) final rule published on December 16, 2015 and CSA Phase III Training to prepare investigators and managers to use the full array of CSA interventions through reinforcement of the existing interventions and training staff on offsite investigations, critical and acute violations follow-up investigations, cooperative safety plans, and to teach investigators and managers to use new investigative software and improved IT systems built specifically to support CSA interventions and replace the CAPRI investigation.

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 Wisconsin State Patrol (WSP) is the only law enforcement agency in the State receiving MCSAP funds. The WSP has three Bureaus: Bureau of Transportation Safety, Bureau of Field Operations, and Bureau of Specialized Services. MCSAP is managed within the Bureau of Field Operations in the Motor Carrier Enforcement Section.

Since its inception in 1985, Wisconsin's motor carrier safety enforcement program has grown from a basic inspection program to one that: coordinates inspections with traffic enforcement and size/weight efforts; conducts compliance reviews; incorporates education into every facet of the program; utilizes mobile patrol and enforcement operations; conduct post-crash inspections; as well as plays a critical role in national safety efforts.

The Motor Carrier Enforcement Section is responsible for a number of inspection programs and a variety of enforcement responsibilities. There is 119 staff involved, 108 of them being sworn staff with the majority being field inspectors. Inspectors are cross-trained in the various motor carrier program areas. With the limited number of personnel covering 72 Wisconsin counties, cross-training provides for a greater distribution of personnel resources throughout the State. Hours to equal 33 MCSAP full-time equivalent (FTE) inspectors (or about 32% of WSP's approximate 108 field inspectors) comprise MCSAP field assignments.

Additional non-funded agencies from 18 counties and municipalities assist WSP with MCSAP related activities. These agencies currently total 36 officers, adding to MCSAP safety enforcement.

Nine civilian and 2 sworn motor carrier investigators (MCI), who conduct compliance reviews utilizing MCSAP funding, make up the Motor Carrier Enforcement Investigation Unit (MCEIU). Having the investigator live near the communities they serve, keep them close to the transportation changes that affect their area of the State and keep them accessible to motor carriers by phone or personal visit. This accessibility factor is invaluable to the New Entrant program for consistency in future enforcement, education, and technical guidance. Approximately 100 to 120 new entrant motor carriers come into the state's system every month; therefore, each investigator receives between eight and twelve new entrant carrier assignments every month. The investigator communicates with every assigned, new motor carrier by an introductory letter (regular mail or Email depending upon the carrier accessibility) which includes contact information and an offer of resources, such as our Motor Carrier Enforcement Information System (MCEIS telephone line) and Federal Motor Carrier Safety Administration web-site (FMCSA), as well as the Division State Patrol (DSP) website. Investigators also offer their regulatory knowledge and technical support to the motor carriers in the new entrant program.

The Motor Carrier Enforcement Section (MCES) is managed from the WSP Headquarters in Madison. One captain, two lieutenants, one motor carrier investigator (MCI) sworn supervisor, 1 sergeant focusing on radioactive Level 6, and four other civilian staff are responsible for implementation and oversight of the operations of the MCSAP. The 2 lieutenants handle the oversight of 10 Inspector sergeants located in 5 regions across the State. Each Inspector sergeant is responsible for a staff of inspectors. The MCI supervisor manages two sworn investigators and 9 civilian investigators. Four civilian staff at headquarters is responsible for IT management and implementation, grants writing, program oversight, outreach, SafetyNet and other program operations. In addition, approximately 110 State Patrol Troopers are also eligible (selected from high crash counties) to assist for traffic enforcement on CMV and Non-CMV without conducting inspections. A total of 3 FTE Troopers have been estimated for overtime for budgeting purposes.

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:	WISCONSIN STATE PATROL
Enter total number of personnel participating in MCSAP activities	119
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	106
Traffic Enforcement Activities	108
Investigations*	10
Public Education and Awareness	119
Data Collection and Reporting	11
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	19
Total # of MCSAP Participating Personnel:	36

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 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			
01/01/2016	12/31/2016	79	0.11	0.11
01/01/2015	12/31/2015	62	0.11	0.10
01/01/2014	12/31/2014	63	0.11	0.11
01/01/2013	12/31/2013	85	0.10	0.14
01/01/2012	12/31/2012	71	0.16	0.13

MOTORCOACH/PASSENGER CARRIER CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	4		4
01/01/2015	12/31/2015	0		0
01/01/2014	12/31/2014	2		2
01/01/2013	12/31/2013	1		1
01/01/2012	12/31/2012	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: Actual # Fatal Crashes

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	0		0
01/01/2015	12/31/2015	0		0
01/01/2014	12/31/2014	0		0
01/01/2013	12/31/2013	0		0
01/01/2012	12/31/2012	0		0

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

Safetynet 8/2017 Wisconsin DT4000 Crash database 6/2017 Wisconsin DOT Traffic Forecasting 6/2017 PHMSA Office of Hazardous Material Safety Incident Reports Database (8/2017). The PHMSA database tracks data on the frequency of failures, incidents and accidents involving HM Commercial Motor Vehicles. PHMSA also analyzes the causes and the resulting consequences and reports this data in various categories such as year, state, type, cause, and result

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

ALL CMV CRASHES-Fatality rate has been reduced below the CVSP goal in Wisconsin. WSP will endeavor to lower the fatality rate for CMVs to achieve the target benchmark of maintaining large truck and bus fatalities per 100 million VMT to 0.11 or less annually through CY 2018.

PASSENGER: overview of bus occupants that were killed from 2011-2016 in Wisconsin.

On 9/6/16, one fatality occurred of a pedestrian by a school bus. The school bus failed to yield right of way to the pedestrian crossing in the crosswalk while making a left hand turn. The school bus drove over the pedestrian and they died due to the injuries. The school bus had 33 non-injured occupants at the time of the crash.

On 2/26/16, one fatality occurred of the driver of a passenger car when it rear-ended a legally stopped school bus. The driver of the car traveled under the school bus. The passenger of the car was killed at the scene, while the driver later died at the hospital. Cause for the accident was exceeding speed limit and inattentive driving of the passenger car.

On 5/18/13, one fatality occurred on a party bus (converted school bus owned by a taxi cab company in Ellsworth, WI). The fatality was the result of a passenger falling out the back of the bus. The rear door was inspected and was found not to be defective. Although alcohol involvement was not tested at the time, the circumstances (and eyewitness accounts) strongly suggest that human behavioral factors were the cause.

On 5/19/14 a passenger was killed on a metro bus in Madison. Madison PD indicated a security camera video shows a passenger was apparently drinking alcohol on the bus. When the subject got off he stumbled back toward the bus and was run over by the rear wheels. An investigation was conducted by Madison PD and the driver was declared not at fault and no charges were filed

On 8/22/14 around 8:00 p.m., Brown Deer Police Department, River Hills Police Department, and North Shore Fire Department were dispatched to a report of a crash involving a Milwaukee County Transit Bus near Green Bay Rd. and Teutonia Ave. When crews arrived, it was determined that the bus had gone off the roadway and ended up in a ditch. The driver of the bus experienced a medical issue and at some point became unconscious and died at the scene. Four other people were on board the bus. None of them were hurt when the bus rolled in the ditch.

Due to the circumstances involving each of these fatalities (human behavioral/medical factors and the fact that two involved metro buses that are not inspected by WSP) and after examining all of the motorcoach/passenger fatalities for all five years, WSP considers these as statistical outliers and will therefore, not be addressing the motorcoach/passenger element in the CVSP. However, the State realizes the importance of passenger safety and will be conducting at least three motor coach details throughout the state in FFY 2016 in support of national passenger carrier initiatives.

Hazmat: On 2/27/12, an eastbound semi, tractor-trailer transporting gasoline crossed the median of I-94 in St. Croix County into the westbound lane. The vehicle rolled over onto its left side and slid into a concrete bridge column bursting into flames incinerating the vehicle and killing the driver. Because the harmful event was the tractor-trailer hitting the concrete bridge column, it was determined to not be a hazardous materials incident that caused the fatality. No other fatalities were identified in the PHMSA database for the five-year measurement period. As a result, the WSP will not be addressing this element in the FFY 2018 CVSP. It should be noted that Wisconsin's good safety record is also the result of the fact that all inspectors are trained in general hazmat, non-bulk, and cargo tank. Wisconsin has no issues regarding Hazmat and therefore does not have extra details planned.

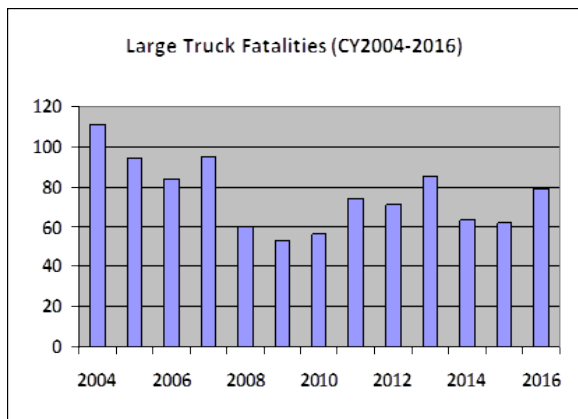
Narrative Overview for FY 2018**Instructions:**

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.

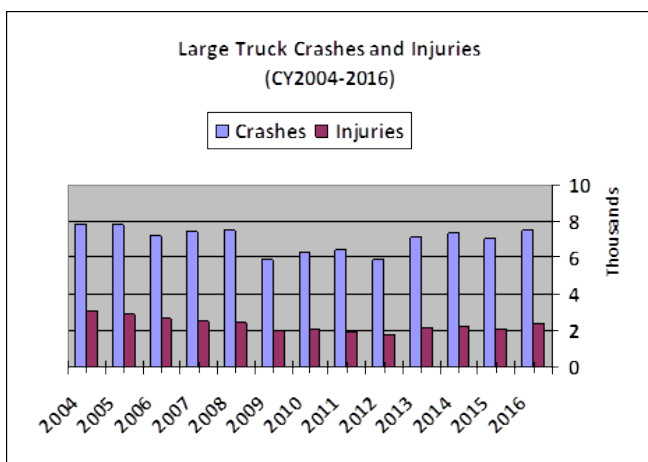
Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

Fatality rate has been reduced below the CVSP goal in Wisconsin. WSP will endeavor to lower the fatality rate for CMVs to achieve the target benchmark of maintaining large truck and bus fatalities per 100 million VMT to 0.11 or less annually through CY 2018.

Fatality rate (per 100 million VMT) for the state has decreased to 0.10. Large truck fatalities increased by 11% in CY 2016 compared to the 2011-2015 average. We will continue with our CVSP strategies and in particular, WSP's crash reduction emphasis in reducing serious and fatal crashes in the 24 targeted counties.



Large truck crashes and injuries increased by 6.3% and 11.8% respectively in FFY 2016 when compared to the CY 2011-2015 average. This is reflection of continued economic expansion and increased movement of freight overall particularly in urban areas where fatalities are lower compared rural areas where fatalities are higher and the majority of state enforcement occurs.



Wisconsin does not have any issues with Hazmat and CMVs and will not be planning on any extra details.

Enter the data source and capture date:

SafetyNet (2017) Wisconsin DT crash database (6/17) and WisDOT Traffic forecasting Section (commercial VMT) (6/17)

Projected Goal for FY 2018

Enter Crash Reduction Goal:

Using the FFY2012-2016 data on total crashes, Wisconsin will reduce the total number of crashes in targeted counties by the end of FFY 2017. Note that this also supports Wisconsin's overall goal to lower large truck and bus fatalities to 0.11 or less annually through CY 2017. WSP will also research crash patterns in FFY 2017 throughout the state - including time of day and day of week travel and crash patterns in specific corridors in an effort to develop strategies that will reduce crashes overall while identifying corridors that should receive greater priority for education and enforcement. WSP will be implementing a new strategy by using WISLR crash maps and GIS server to pinpoint locations to focus efforts on past crashes.

Program Activities: 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.

To reduce total crashes, posts responsible for counties found to have the greatest number of crashes will be tasked with concentrated enforcement including mobile inspection. Wisconsin has targeted counties with a higher average incidence of crashes involving CMVs.

MCE Sergeants are familiar with motor carrier issues and risks within their Posts and are best at determining when and where special enforcement activities should take place.

They will schedule either long-term (month or more) focused activities or concentrated short-term details within their risk areas. When possible, they will coordinate efforts with other Posts and local law enforcement agencies. A minimum of three scheduled details in each of the counties in the Table will be conducted and reported to headquarters.

These details will occur at locations where significant motor carrier activity is expected. Each detail will consist of (at a minimum) 1 supervisor and 4 inspectors; will cover 4 hours of inspection team time per inspector and result in a minimum of 2 inspections by person assigned to the detail.

Special Details are activities that are generally planned by MCE Sergeants. In coordination with their supervising Lieutenant, the MCE Sergeant plans and implements details and submits a formal report at the conclusion of each detail identifying a summary of the number of officers involved, number of trucks stopped and NAS level, county, duration and times of details, how many vehicles and drivers were placed OOS and why, if any citations were issued and why.

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

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

Using the FFY 2016 data on total crashes, Wisconsin will reduce the number of crashes in the targeted counties. Wisconsin will continue to monitor increased CMV traffic and safety issues from changing freight travel patterns and emerging industry (such as frac sand mining) and make the necessary adjustments to this list of counties if warranted.

Highest CMV crash counties 10/1/15-9/30/16

County	total crashes	rated # 1-24
BROWN	23	6
CALUMET	9	24
CLARK	14	15
COLUMBIA	21	8
DANE	63	2
DODGE	14	16
EAU CLAIRE	16	11
FOND DU LAC	12	20
GRANT	13	19
JEFFERSON	15	13
JUNEAU	12	21
KENOSHA	27	5
MARATHON	23	7
MILWAUKEE	143	1
MONROE	11	22
OUTAGAMIE	14	17
RACINE	21	9
ROCK	42	4
SAUK	14	18
SHEBOYGAN	16	12
WALWORTH	11	23
WASHINGTON	15	14
WAUKESHA	47	3
WINNEBAGO	17	10

County	mobile inspections
BROWN	500
CALUMET	100
CLARK	110
COLUMBIA	300
DANE	1000
DODGE	275
EAU CLAIRE	325
FOND DU LAC	600
GRANT	100
JEFFERSON	300
JUNEAU	250
KENOSHA	370
MARATHON	500
MILWAUKEE	1000
MONROE	250
OUTAGAMIE	370
RACINE	450
ROCK	525
SAUK	300
SHEBOYGAN	250
WALWORTH	300
WASHINGTON	400
WAUKESHA	560
WINNEBAGO	600
total	9735

In addition, Wisconsin will strive to meet the targets for the number of mobile inspections for each county that has been estimated based on trends in serious injury/fatal crashes when compared to the average number of serious injury/fatal crashes from FFY 2016, as well as management's professional judgment of the resources available to conduct mobile inspections throughout the Federal Fiscal Year. At the end of FFY 2018, WSP will analyze the crash statistics and the number of mobile inspections conducted and set new inspection number goals for FFY 2019.

The number of inspections and the number of mobile inspections will be measured quarterly. Crash data will be analyzed and reported quarterly and annually. Monitoring, evaluation, and reporting of special details and educational activities will be the responsibility of MCE sergeants. MCE lieutenants shall meet with MCE sergeants on a quarterly basis to discuss accomplishments and challenges. Headquarters will include a synopsis of all reported activities in MCSAP quarterly and annual report.

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.

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	12233	9416	8094	7745	8059
Level 2: Walk-Around	14732	13064	11568	14921	16848
Level 3: Driver-Only	5722	8290	7690	8468	9188
Level 4: Special Inspections	99	83	214	241	378
Level 5: Vehicle-Only	71	64	131	103	127
Level 6: Radioactive Materials	33	0	0	0	0
Total	32890	30917	27697	31478	34600

Narrative Overview for FY 2018

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.

The driver/vehicle inspection program is the MCSAP core safety activity, serving two fundamental purposes: 1) It has an immediate impact on removing unsafe drivers and/or CM vehicles from the highways and 2) Provides an avenue to collect critical, comprehensive data to evaluate carriers and direct safety initiatives at the state and national levels. Although difficult to measure, additional benefits include the deterrent effect by the mere presence of law enforcement on the roadways, educational outreach activities, long-term, sustained program activities, and awareness that they could be inspected at any time. In all traffic stops, inspectors are instructed to conduct a Commercial Driver's License Information System (CDLIS) CDL status check and to enforce registration requirements. Inspectors use Query Central to check for each motor carrier's authority and valid operating status. Inspectors are also trained to detect impaired drivers and have ready access to alcohol and drug detection equipment. All inspectors have preliminary breath testing (PBT) equipment in their vehicles and have access to intoximeters. Intoximeters are available at WSP SWEF's, WSP Posts, and local sheriff's offices. Inspectors receive mandatory PBT and intoximeters training to maintain their Chemical Test Permit. As applicable, WSP inspectors conduct and/or address the following during every traffic stop: • Driver behavior (traffic enforcement) • Highway criminal interdiction • Drug and alcohol interdiction • Hazardous materials safety • Driver's license checks • Operating authority and valid operating status • Seatbelt use • Equipment integrity • Compliance with OOSO's (Out-of-Service Orders) checked through Query Central Staff assigned to mobile enforcement make every effort to split mobile inspections between Level 2's and 3's. When practical, vehicles found in need of a more thorough inspection are directed to a permanent facility or a safe inspection area for a Level 1 inspection. We are fortunate to have 19 non-funded county and municipal agencies that participate in MCSAP related inspections. The non-funded county agencies currently involved are: Burnett, Dodge, Eau Claire, Green, Jefferson, Marathon, Milwaukee, St. Croix, Walworth, Washington, and Winnebago. The non-funded municipal (city/town) agencies currently involved are: Brookfield, Germantown, Greendale, Jackson, Menomonee Falls, Milwaukee, and Waukesha. The total MCSAP certified officers currently helping in our safety enforcement with MCSAP total is 36. These trained officers are involved in the safety activity and help Wisconsin to reach our safety goals by being an active part in the driver/vehicle inspection program.

The ability of the Wisconsin State Patrol to become more efficient and effective in conducting motor carrier inspection also has enormous ramifications in terms of projected freight movement within Wisconsin in the future. According to USDOT's Freight Analysis Framework:

- There is a total of 112,000 miles of public roadway with 11,750 miles of Interstate and State Highway system.
- Between 2012 and 2040, freight ton-miles to Wisconsin is forecasted to be greater than 44% and the number of freight ton-miles from Wisconsin will be greater than 26%
- The majority of freight moved to and from is by trucks.

The Wisconsin Division of State Patrol is anticipating the freight volume increase through increasing the efficiency and effectiveness of current personnel resources while reducing the number of enforcement facilities that is existing now and focusing investments and resources on key port of entry locations. These important technological improvements will improve operations of current staff levels by identifying vehicles operating in a condition that may be unsafe and will address concerns that staffing levels will not be capable of meeting the demands of the expected freight volume projections.

We would attain innovative and complementary technologies that would be utilized at the new Sparta Safety Weight Enforcement Facility (SWEF) that is currently being completed in Monroe County, WI. Currently included in the erection on the Sparta SWEF is the Performance Brake Based Tester (PBTT). We are working to attain the Automated Thermal Inspection System (ATIS). This newly introduced system would provide the capability for the state to automatically screen and recognize malfunctioning running-gear on passing commercial motor vehicles (CMV) without human intervention. Given that ATIS

was designed for high volume free-flow traffic, the system significantly reduces the amount of time it takes commercial vehicle law enforcement inspectors to screen vehicles for critical safety defects. ATIS incorporates permanently mounted thermal cameras on each side of a lane approaching the weigh station. High resolution thermal images are captured for each wheel set (both left and right) of each axle on the vehicle. The system automatically processes each image, identifying thermal anomalies such as inoperative brakes, failed bearings and under-inflated or damaged tires, and immediately displays this information and corresponding images on the IIS Smart Roadside display. Please see the attached proposal (Attachment 1) from Intelligent Imaging Systems (IIS) providing more detailed information regarding how the system is installed and operated. Please note that IIS is currently the only vendor provide this newly integrated and patented technology to motor carrier enforcement agencies.

ATIS and PBBT have been designed for very different purposes; however because of this they actually complement each as inspection tools. ATIS provides the in-motion screening aspect to identify the lack of operational brakes automatically without an inspector. ATIS automatically generates alerts on an exception basis. PBBT is a diagnostic test performed by an inspector, confirming the operation of brakes. So, PBBT checks can be done after the ATIS system does its job

The purchase of the ATIS and PBBT for the Sparta SWEF is part of an overall strategy to build a facility that will be state-of-the art and that can be used as the primary training facility to train state inspectors and local law enforcement to renew their MCSAP certification or become certified. Also, Wisconsin is very interested in providing the technology and location that can be used by other states in the region or national level to conduct training. The Sparta SWEF and its state-of-the art facility represents a significant investment and would be wholly consistent with the goals of meeting statewide inspection targets and enforcement objectives that have been articulated in the current CVSP and likely every CVSP that Wisconsin will develop in the future.

Projected Goals for FY 2018

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. For FY 2018, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

Lead Agency is: WISCONSIN STATE PATROL

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

Projected Goals for FY 2018 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	7530	700	20	8250	25.00%
Level 2: Walk-Around	13150	690	20	13860	42.00%
Level 3: Driver-Only	10890	0	0	10890	33.00%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Lead Agency	31570	1390	40	33000	

MCSAP subrecipient agency

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

You have not entered any subrecipient information. Visit Part 1, MCSAP Structure to add subrecipient information.

Non-Funded Agencies

Total number of agencies:	19
Enter the total number of non-funded certified officers:	36
Enter the total number of inspections projected for FY 2018:	1600

Summary

Projected Goals for FY 2018 - Roadside Inspections Summary

Projected Goals for FY 2018 Summary for All Agencies					
MCSAP Lead Agency: WISCONSIN STATE PATROL					
# certified personnel: 106					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 19					
# certified personnel: 36					
# projected inspections: 1600					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	7530	700	20	8250	25.00%
Level 2: Walk-Around	13150	690	20	13860	42.00%
Level 3: Driver-Only	10890	0	0	10890	33.00%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
Total ALL Agencies	31570	1390	40	33000	

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.

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

Investigative Types - Interstate	2012	2013	2014	2015	2016
Compliance Investigations	112	73	61	62	56
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	46	56	33	28	12
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive					
Total Investigations	158	129	94	90	68
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2012	2013	2014	2015	2016
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive					
Total Investigations	0	0	0	0	0
Total Security Contact Reviews					
Total Terminal Investigations					

Narrative Overview for FY 2018**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

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

Projected Goals for FY 2018 - Investigations		
Investigative Type	Interstate Goals	Intrastate Goals
Compliance Investigations	0	0
Cargo Tank Facility Reviews	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	10
CSA Off-Site	0	0
CSA On-Site Focused/Focused CR	54	0
CSA On-Site Comprehensive	21	0
Total Investigations	75	10
Total Security Contact Reviews	0	0
Total Terminal Investigations	0	0

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

Wisconsin has seen a downward trend in the number of investigations completed from FFY12 to FFY17. The state attributes this to a high staffing turnover in the Motor Carrier Enforcement Investigation Unit (MCEIU). The personnel assigned to this unit are tasked with Compliance Reviews, New Entrant Safety Audits, Requests for Data Reviews, and responding to the state's motor carrier enforcement information line. Since FFY12, ten investigators retired, accepted positions with FMCSA, or otherwise left the MCEIU. The state has recruited and hired replacement personnel during this time, and is continuing to provide training and mentorship to these individuals. As Wisconsin enters FFY18, two new investigators with significant inspection experience will be joining the MCEIU. Investigative Safety Analysis training will be completed in October for these persons.

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

In FFY 2018, Wisconsin will conduct a minimum of 116 compliance reviews. This is based upon the actual number of CRs completed, and ability to complete with employee resources. The number of CRs completed depends upon the number and type of CRs generated by the SMS; the number of CRs assigned by FMCSA; and program/policy changes occurring to the SMS including software changes.

CR requests originate in FMCSA and are passed on to the program assistant assigned to the WSP Motor Carrier Enforcement Investigation Unit (MCEIU) who, in turn, passes the assignments on to the state investigators. There may also be instances when the investigator asks the program manager if they can request a CR while explaining the details and the reasons for requesting the CR to the program manager. State (intrastate) assigned CRs may include special assignments such as limited reviews of carriers involved in a Wisconsin fatal crash, passenger carriers, etc. Wisconsin will include a seat belt safety component with every CR visit. The MCE Investigation Unit Manager shall monitor and evaluate the CR process on a continual basis to assure that CRs are accurately completed in a timely way. The CR Program will be monitored and evaluated by MCSAP management on at least a quarterly basis. A total of 11 FTE will be involved in these efforts.

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

The goal of CRs conducted by the end of FFY 2018 is 116. In terms of qualitative aspects, the state measures its success of carrier compliance based on: (1) the number of carriers that are in good standing or in compliance with the federal threshold requirements for motor carriers and (2) for violate these thresholds and are not in good standing, the state measures the carrier's willingness and ability to follow-up and remove these outstanding violations (through the remediation plan) based on FMCSA's own assessment of whether the carrier has indeed become compliant with the thresh and standards set by FMCSA.

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	5815	5265
10/01/2014	09/30/2015	4585	5533
10/01/2013	09/30/2014	4095	6395
10/01/2012	09/30/2013	4189	4726
10/01/2011	09/30/2012	4265	4540

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2015	09/30/2016	12200	12684
10/01/2014	09/30/2015	8017	10594
10/01/2013	09/30/2014	4760	9922
10/01/2012	09/30/2013	5157	5441
10/01/2011	09/30/2012	7654	8202

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2015	09/30/2016	2719	3896
10/01/2014	09/30/2015	460	738
10/01/2013	09/30/2014	602	929
10/01/2012	09/30/2013	371	653
10/01/2011	09/30/2012	165	251

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

Aspen 2017; Tracs 2017; *The data for CMV Traffic Enforcement with an inspection is for inspectors only (troopers do not conduct inspections). **Data for the number of CMV traffic enforcement stops without an inspection includes both troopers and inspectors. *** The number of non-CMV Traffic Enforcement Stops/Citations/Warnings was added as a field (check box) in Aspen as of April, 2012. Therefore, only partial year data for FFY 2012 is included and no data is available prior to 4/26/12. This data will continue to be collected and included. The data is for both troopers and inspectors.

Narrative Overview for FY 2018

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](#).

Since "driver behavior" is the primary cause of crashes, Wisconsin continues to emphasize its CMV traffic enforcement (TE) program. FMCSA's Large Truck Crash Causation Study (2010) found that the behavior of commercial truck drivers is a major factor in large truck crashes. Of the crashes between large trucks and other vehicles, trucks were assigned the critical reason for the crash 55 percent of the time. Of that percentage, 87% of the critical reasons for the crash had to do with driver behavior. The largest single category of critical reasons for large-truck crashes was driver decisions accounting for 38 percent of the crashes.

To promote highway safety, posts will assess where and when CMV TE should be directed and shall make TE a priority when the officer sees a moving violation occurring. In addition to routine TE, Posts shall conduct targeted TE projects. In addition to the work of the inspectors, the WSP will conduct non-inspection and targeted aerial traffic enforcement of CMVs. Aerial enforcement will include 1 aerial details for each of the NE, SW, and SE regions. These details will focus on driving behavior around CMVs by non-CMVs and by other CMV drivers. However, comprehensive and high risk locations including all corridors will involve CMV only. Any Non-CMV enforcement conducted will not be charged to the MCSAP grant. Education will be a part of every stop so that drivers understand the possible impact of their behavior.

Allocation of Resources: A total of 25 FTE (5 sworn staff in each region) will be dedicated toward traffic enforcement efforts. A traffic enforcement detail will consist of a minimum of 1 supervisor and 4 inspectors; will cover 4 hours of inspection team time per inspector and result in a minimum of 2 inspections by person assigned to the detail. Each sergeant shall conduct a minimum of two traffic details during the year and also emphasize TE inspections as part of their regular duties. MCE sergeants will ensure that all inspectors understand what criteria are needed for a MCSAP inspection to be checked TE (traffic enforcement) and that they receive refresher training on existing MCSAP traffic enforcement violation codes. An educational component shall be a part of each TE stop. In addition, troopers who are not specifically designated for CMV enforcement (and who do not receive MCSAP grant funding) will conduct CMV enforcement without inspection as part of their normal duties. The number of troopers who will be conducting these activities cannot be projected as this enforcement is incidental to their primary duties.

Projected Goals for FY 2018

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018. 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
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	3500
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	5000
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	260

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
34600	85	552	35237	40586

The sum of your planned FY 2018 safety activities must equal or exceed the average number of 2004/2005 activities to be reimbursed for non-CMV traffic enforcement activities. Update the number of FY 2018 roadside inspections, investigations, and/or new entrant safety audits to be eligible for reimbursement.

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

Program Goal for Traffic Enforcement: Effective TE will be accomplished by targeting high crash locations; monitoring construction zones; monitoring travel of certain commodities such as grains, corn, logs, gravel, frac sand etc.; incorporating an educational component into every traffic stop to address driver behavior and driver decisions; and partnering with local law enforcement agencies where truck/auto traffic problems exist; patrolling areas not usually enforced (including rural roads), etc. The use of aircraft will be to target aggressive driving and speed in order to promote the safe operations of CMVs. Combining these methods with a focus on traffic enforcement is supportive of FMCSA's national priority to increase the amount of traffic enforcement activity conducted nationwide while focusing primarily on driver behavior issues. Monitoring and Evaluation: Wisconsin will monitor its traffic enforcement efforts. The numerical goals through documentation by the program analyst with reports of traffic enforcement activity sent to FMCSA on a quarterly and annual basis and based on these reports, the Captain of Motor Carrier Enforcement will make any needed adjustments in traffic enforcement strategy in the affected regions of the state in consultation with FMCSA and local law enforcement agencies

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	Core CVISN Compliant	No
PRISM	Step 8	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: Wisconsin Department of Transportation-Division of Motor Vehicles

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency: Wisconsin Department of Transportation-Division of Motor Vehicles

Narrative Overview for FY 2018

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.

Performance targets met

Program Activities: Describe any actions that will be taken to implement full participation in PRISM.

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.

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.

Public Education and Outreach Activities	2012	2013	2014	2015	2016
Carrier Safety Talks	51	46	63	64	57
CMV Safety Belt Education and Outreach	60	49	45	45	54
State Trucking Association Meetings	10	10	10	10	10
State-Sponsored Outreach Events	1	1	1	1	1
Local Educational Safety Events	5	5	5	5	5
Teen Safety Events	1	1	1	1	1

Narrative Overview for FY 2018

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

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

Be available to industry and participate in other public forums to educate audiences on CMV safety issues. Staff a motor carrier hotline during regular working hours (Motor Carrier Enforcement and Investigation Unit - MCEIU). Provide educational materials as able. MCEIU hotline answers on average 5000 calls a year from the public regarding CMV rules and regulations. Passenger carrier initiative will be continued in FY2018 to educate the general public on passenger carrier rules and regulations due to previous outreach on passenger carrier details outcome.

Projected Goals for FY 2018

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
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	50
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	10
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	10
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	2
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	5
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	1

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

A total of 50 educational outreach activities (including 6 outreach events for MCEIU). A total of 7000 calls answered, via WSP's motor carrier hotline. A minimum of 10 forums where educational materials are provided.

These will all be measured by forms completed by the regions and sent to analyst. Quarterly reports will include on the ongoing monitoring of progress.

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.

SSDQ Category	Current SSDQ Rating	Goal for FY 2018
Crash Record Completeness	Good	Good
Fatal Crash Completeness	Good	Good
Crash Timeliness	Good	Good
Crash Accuracy	Good	Good
Crash Consistency	No Flag	No Flag
Inspection Record Completeness	Good	Good
Inspection VIN Accuracy	Good	Good
Inspection Timeliness	Good	Good
Inspection Accuracy	Good	Good

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

A&I ONLINE data 8/14/17

Narrative Overview for FY 2018

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.

Good in all categories--no narrative is necessary

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.

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.

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	613	816	545	690	553
Intrastate	0	0	0	0	0
Total Audits	613	816	545	690	553

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

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

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

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 - New Entrant Safety Audits		
	FY 2018	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	53	0
# of Safety Audits (Offsite)	499	0
# Group Audits	0	0
TOTAL Safety Audits	552	0
# of Non-Audit Resolutions	700	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.

The State of Wisconsin proposes to conduct 653 New Entrant Safety audits within the statutory timeframes by utilizing 11 full-time Motor Carrier Investigators (MCI) to conduct NE Entrant audits with oversight by the Motor Carrier Investigator Supervisor (MCIS).

Wisconsin State Patrol does not currently conduct intrastate safety audits, or have any programs or software in place to do so. We do not plan on conducting future intrastate safety audits; we do not plan to input any programs or software for future intrastate safety audits.

Activity Plan: 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.

As part of this plan, the Wisconsin State Patrol will:

Utilize New Entrant grant funding to process and complete safety audits effectively and efficiently to ensure that every New Entrant motor carrier receives a safety audit within the required timeframe: Entry date into the New Entrant program (as show in FMCSA data systems) September 30,2013 or earlier: safety audit must be completed within 18 months; Entry date into the New Entrant program (as show 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.

Require all New Entrant motor carriers to demonstrate sufficient compliance with applicable Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs).

Provide educational and technical assistance as needed to promote safe operation by New Entrant motor carriers.

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.

Wisconsin's Motor Carrier Investigator Supervisor (MCIS) is responsible for the investigation team work efforts, and reports to a motor carrier captain. The captain is responsible to FMCSA for the outcome of the grant program. Monitoring and evaluation occurs daily, reviewed monthly, and changed as needed. The MCIS will review all inspection and audit reports for quality, completeness, and accuracy throughout the month and will hold unit meetings on an as needed basis to monitor progress toward program goals. The MCIS will also use FMCSA reports to monitor the timeline requirements to prevent overdue carriers appearing in the inventory.

A financial and performance quarterly report will be submitted within 30 days of the end of each quarter, as required by FMCSA. And the annual (final) report will be submitted within 90 days of the end of the federal fiscal year.

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.

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.

Narrative Overview for FY 2018

Enter your State's OOS Catch Rate percentage if below 85 percent: 50%

Project Goals for FY 2018: Enter a description of the State's performance goals.

WSP will strive to ensure that a motor carrier's operating authority is confirmed during each inspection and that action is taken if not in compliance. WSP will accomplish this through communication to inspectors through evaluation of the workplace routine when and if it occurs, memoranda, meetings and in-service training about the need to utilize Query Central to check the status of operating authority for every vehicle at each inspection and during traffic enforcement stops.

Note: the 50% OOS catch rate includes both interstate and intrastate motor carrier. For interstate, the catch rate was 100%.

Program Activities: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

WSP will change the work routine of each inspector to check for federal, out of service orders by educating inspectors of the need to check Query Central that a federal OOS violation must be checked for all inspections/traffic stops. For example, if federal OOS was not confirmed, it will be determined why the omission took place for that inspector (e.g., what were the circumstances surrounding the work routine) and appropriate action will be taken to resolve the issue to strive to ensure that it does not happen in the future. As in FFY 2018, awareness of the need to confirm federal OOS status will also be stressed at the annual, in-service meeting in which all inspectors attend in FFY 2018. 360Smartview is an added solution and will be used continuously to help identify OOS carriers.

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

Wisconsin will strive to achieve a 100% catch rate and will measure progress on a quarterly and annual basis as part of the SF-PPR reporting to FMCSA. Wisconsin has implemented a new source to help with reaching the goals of OOS catch rate--360Smartview. The 360SmartView e-screening solution uses license plate cameras and OCR technology to identify and screen commercial carriers, trucks, trailers, and drivers for safety and regulatory compliance factors of interest to enforcement officers, helping them make more informed decision while focusing on at-risk vehicles and drivers during the inspection process. The system's approach to selecting vehicles for inspection ensures that policies and procedures related to safety and compliance of commercial traffic are uniformly and consistently applied. 360SmartView interfaces with weigh station systems, such as height detectors and static scales, and includes this information in the e-screening decision. Inspectors can use 360SmartView data to identify vehicles for further screening, while enforcement agencies can use the system to help schedule, inform and optimize their operation. 360SmartView's approach to safety and security vetting quickly identifies higher risk carriers, trucks, trailers and drivers, giving site enforcement officers time to screen more potentially unsafe vehicles and remove them from the road. Drivers using pre-pass that are non-compliant and bypass scales are much easier to identify using the 360SmartView interface.

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.

Activity #1

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

This was for crash reduction strategy for FFY 2015-2016. Reduce the average number of serious injury and fatality CMV crashes in 15 targeted work zone counties for crash reduction through scheduled emphasis enforcement and inspection effort. Serious crashes are defined as those crashes requiring medical transport.

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

Reduction in crashes of 1%. See final results from previous county choices.

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

For FFY 2018, WSP will focus attention on corridors that have planned construction projects /work zones focusing on the top 15 counties that have experienced the highest crashes in construction zones from 2016 listed. A 1.0% annual reduction (by the end of FFY 2017) in the number of construction/work zone crashes involving at least 1 large truck compared to the average (FFY 2011-2014) of crashes for each county as identified in the following table. A minimum of three scheduled details in each of the counties in the Table will be conducted and reported to headquarters. These details will occur at locations where significant motor carrier traffic within a work zone construction site is expected. Each detail will consist of (at a minimum) 1 inspector and will cover 4hours of enforcement activity per inspector.

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

Update list of counties targeted for crash reduction based on calendar year 2016 included Brown, Chippewa, Dane, Eau Claire, Jackson, LaCrosse, Manitowoc, Marathon, Milwaukee, Monroe, Racine, Rock, Washington, Waukesha, and Winnebago.

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

State Objective #1

Enter the title of your State-Identified Objective.

Large truck crashes in Workzones

Narrative Overview for FY 2018

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

For FFY 2018, WSP will focus attention on corridors that have planned construction projects /work zones focusing on the top 15 counties that have experienced the highest crashes in construction zones from CY2016. The counties are Brown, Chippewa, Dane, Eau Claire, Jackson, Lacrosse, Manitowoc, Marathon, Milwaukee, Monroe, Racine, Rock, Washington, Waukesha, and Winnebago.

Projected Goals for FY 2018:

Enter performance goal.

A 1.0% annual reduction (by the end of FFY 2017) in the number of construction/work zone crashes involving at least 1 large truck compared to the average (FFY 2012-2016) of crashes for each county.

Program Activities: Describe the activities that will be implemented including level of effort.

A minimum of three scheduled details in each of the counties will be conducted and reported to headquarters. These details will occur at locations where significant motor carrier traffic within a work zone construction site is expected. Each detail will consist of (at a minimum) 1 inspector and will cover 4hours of enforcement activity per inspector.

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

These will be reported on the quarterly reports, along with annual reporting required by FMCSA. Ongoing efforts will be kept up to date and reviewed with actual crash statistics.

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	\$6,270,524.00	\$1,106,564.00	\$7,377,088.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount):	\$1,106,564.00
MOE Baseline:	\$11,035.35

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):	\$1,106,564.00

Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time	Annual Salary	Total Project Costs	Federal Share	State Share
CAPTAIN	1	50.0000	\$91,520.00	\$45,760.00	\$38,896.00	\$6,864.00
LIEUTENANT	1	30.0000	\$80,184.00	\$24,055.20	\$20,446.92	\$3,608.28
LIEUTENANT	1	50.0000	\$79,955.20	\$39,977.60	\$33,980.96	\$5,996.64
INSPECTOR	39	100.0000	\$58,884.80	\$2,296,507.20	\$1,952,031.12	\$344,476.08
POLICY ANALYST	1	90.0000	\$61,484.80	\$55,336.32	\$47,035.87	\$8,300.45
IT SUPPORT	1	80.0000	\$62,920.00	\$50,336.00	\$42,785.60	\$7,550.40
MCEI MGR/SGT	1	90.0000	\$71,240.00	\$64,116.00	\$54,498.60	\$9,617.40
MCEI CIVILIAN	11	90.0000	\$56,305.60	\$557,425.44	\$473,811.62	\$83,613.82
MCEI SWORN	1	90.0000	\$66,123.20	\$59,510.88	\$50,584.25	\$8,926.63
Subtotal: Salary				\$3,193,024.64	\$2,714,070.94	\$478,953.70
Overtime Project Costs						
INSPECTOR	10	100.0000	\$88,327.20	\$883,272.00	\$750,781.20	\$132,490.80
Subtotal: Overtime				\$883,272.00	\$750,781.20	\$132,490.80
TOTAL: Personnel				\$4,076,296.64	\$3,464,852.14	\$611,444.50
Accounting Method:	Accrual					
Planned MOE: Personnel	\$0.00					

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

Salary and fringe is required to pay both sworn and non-sworn personnel to accomplish the goals and objectives of the CVSP. Salaries are based on 2,080 hours per year. The percentage of time utilized by each employee for the grant varies depending upon each employee's job duties and assignments on a daily basis. For inspectors working in the field, a total of 39 FTE are shown for budget purposes utilizing an average salary rate of \$28.31 for all Inspectors including inspector sergeants within the State Patrol.

However, there are actually 108 inspectors who each utilize the MCSAP grant less than full-time. This is to ensure that the grant is leveraged and utilized by all inspectors throughout the state to meet the state's CVSP goals. Projecting the # of hours to be worked utilizing the grant for each of these sworn employees throughout the year is problematic given shifting law enforcement priorities on a daily basis throughout the year. Therefore, hours, salaries and fringes for inspectors and troopers are estimated and budgeted based on FTE and previous year actual expenditures, adjusting for projected salaries and applying the current fringe rates.

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

In FFY 2018, 10 FTE have been designated for overtime work for inspectors at a rate of \$42.47 for a total of \$88,327.20. When overtime fringe is added the total overtime is \$1,053,125.21 which is 6.9% of the total FFY 2018 award.

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
CIVILIAN	45.3100	\$663,097.76	\$300,449.59	\$255,382.15	\$45,067.44
SWORN	48.8900	\$2,529,926.88	\$1,236,881.25	\$1,051,349.06	\$185,532.19
OVERTIME SWORN	19.2300	\$883,272.00	\$169,853.20	\$144,375.22	\$25,477.98
TOTAL: Fringe Benefits			\$1,707,184.04	\$1,451,106.43	\$256,077.61
Planned MOE: Fringe Benefits	\$0.00				

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

Salary and fringe is required to pay both sworn and non-sworn personnel to accomplish the goals and objectives of the CVSP. Salaries are based on 2,080 hours per year. The percentage of time utilized by each employee for the grant varies depending upon each employee's job duties and assignments on a daily basis. See table below showing hours (including estimated % time spent by each employee) multiplied by employee salary rate to obtain total salary in the far right column. For inspectors working in the field, a total of 39 FTE are shown for budget purposes utilizing an average salary rate of \$28.31 for all Inspectors including inspector sergeants within the State Patrol. However, there are actually 108 inspectors who each utilize the MCSAP grant less than full-time. This is to ensure that the grant is leveraged and utilized by all inspectors throughout the state to meet the state's CVSP goals. Projecting the # of hours to be worked utilizing the grant for each of these sworn employees throughout the year is problematic given shifting law enforcement priorities on a daily basis throughout the year. Therefore, hours, salaries and fringes for inspectors and troopers are estimated and budgeted based on FTE and previous year actual expenditures, adjusting for projected salaries and applying the current fringe rates.

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

In FFY 2018, 10 FTE have been designated for overtime work for inspectors at a rate of \$42.47 for a total of \$883,272.00. When overtime fringe is added the total overtime is \$1,053,125.21 which is 6.9% of the total FFY 2018 award.

<u>Positions/Salary</u>	<u>sworn</u> 48.89% or <u>civilian</u> 45.31%	<u>MCSAP SALARY</u>	<u>Fringe</u>
Captain(50%)	48.89	\$45,760.00	\$22,372.06
Lieutenant (30%)	48.89	\$24,055.20	\$11,760.59
Lieutenant (50%)	48.89	\$39,977.60	\$19,545.05
Inspectors: 81120 hours (39 FTE) distributed to 108 MCSAP inspectors	48.89	\$2,296,507.20	\$1,122,762.37
MCEI Manager/Sergeant	48.89	\$64,116.00	\$31,346.31
MCEI's (1 sworn)	48.89	\$59,510.88	\$29,094.87
IT Support (80%)	45.31	\$50,336.00	\$22,807
MCEI's (11 civilian) (90%)	45.31	\$557,425.44	\$252,569
Policy Analyst (90%)	45.31	\$55,336.32	\$25,072.89
		\$3,193,024.64	\$1,537,330.85

Fringe Includes:

- Unemployment Compensation
- Disability Insurance
- FICA/Medicare (employer contribution)
- Health Insurance
- Flex-plan administration
- Life insurance
- Retirement contribution
- Post Retirement Health Benefit contribution

Salaries and fringe rates are based on 2,080 hours with a fringe rate (State FY 2017) of 48.89% for sworn and 45.31% for civilians per Wisconsin Department of Administration (DOA) rates. The fringe rates for each employee (or group of employees) are shown below and are applied (multiplied by) each employee's salary amount to develop the fringe amounts in the far right column. The WisDOT overtime fringe rate of 19.23% was only applied to the amount of overtime salary for sworn personnel as civilians will not be using overtime. These fringe rates are as of 8/10/16 and are subject to change throughout the year.

The chart below shows the after-the-fact breakdown of average percentages from SFY2017, appropriation 564. These amounts add up to be the 100% fringe rate. Example: insurance is 45% of the 48.89% for sworn personnel.

Appr 564 FY 16

(General and Protective Combined)

Unemployment	0.08%
Wage Cont	0.54%
Social Security	11.44%
Medicare	2.68%
Health Insurance	45.00%
Health Admin Fees	0.00%
HSA Contribution	0.13%
Health Opt Out	0.20%
Life Insurance	0.17%
Retirement	26.77%
Pension Obligation	12.99%
Bond	
	100.00%

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
ROUTINE MCSAP TRAVEL BASED ON PREVIOUS YEARS EXPENSES: LODGING/MEAL ALLOWANCE, INTERSTATE TRAVEL, ANNUAL INSERVICE, CONFERENCE TRAVEL	112	2	\$52,000.00	\$44,200.00	\$7,800.00
CVSA ANNUAL MEETING	2	5	\$4,600.00	\$3,910.00	\$690.00
NAIC training competition	1	5	\$1,850.00	\$1,572.50	\$277.50
CVSA WORKSHOP	2	5	\$4,600.00	\$3,910.00	\$690.00
FMCSA PLANNING	2	3	\$3,000.00	\$2,550.00	\$450.00
COHMED TRAINING	1	5	\$2,250.00	\$1,912.50	\$337.50
FMCSA IT	1	5	\$1,950.00	\$1,657.50	\$292.50
FMCSA CR	2	10	\$5,500.00	\$4,675.00	\$825.00
FMCSA NEW ENTRANT	2	10	\$5,500.00	\$4,675.00	\$825.00
UNSCHEDULED FMCSA REQUESTED TRAVEL	5	2	\$2,500.00	\$2,125.00	\$375.00
New entrant/ CR travel	13	1	\$8,600.00	\$7,310.00	\$1,290.00
Post crash training	2	5	\$2,000.00	\$1,700.00	\$300.00
COMED regional training	1	3	\$1,100.00	\$935.00	\$165.00
TOTAL: Travel			\$95,450.00	\$81,132.50	\$14,317.50
Planned MOE: Travel	\$0.00				

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

Travel expenses are required in order for staff to travel on business, attend in-service training (instate) and out of state training in order to be informed about FMCSA and state-related policies and procedures that achieve the goals of the CVSP.

Routine MCSAP-related travel is based on previous years expenses and includes lodging/meal allowance, in-state travel for educational events and annual in-service training. Conference travel is also based on previous year expenses and includes expenses for air travel, travel by automobile, taxi cab expenses, meals and lodging. The cost of attending each conference event is derived by estimating the number of attendees and multiplying these persons by the estimated cost based on previous years and any new information on the conference if available (please see table below). Misc – Necessary/Not Planned covers travel for unanticipated, but necessary training or seminars directly related to the motor carrier enforcement function that may occur in the upcoming year such as receiving certification training (Part A/Part B for up to three new inspector recruits), training on best practices, or for conducting training in another (e.g., border state) at the request of CVSA or FMCSA.

program travel	# of staff	# of days	cost	total	85	15
routine MCSAP travel based on previous years expenses-lodging/meal allowance, interstate travel, annual in-service	112	2	\$ 52,000.00	\$ 52,000.00	\$ 44,200.00	\$ 7,800.00
CVSA annual meeting	2	5	2300	\$ 4,600.00	\$ 3,910.00	\$ 690.00
NAIC training competition	1	5	1850	\$ 1,850.00	\$ 1,572.50	\$ 277.50
CVSA workshop	2	5	2300	\$ 4,600.00	\$ 3,910.00	\$ 690.00
FMCSA Planning	2	3	1500	\$ 3,000.00	\$ 2,550.00	\$ 450.00
New entrant/CR state travel	86	1	100	\$ 8,600.00	\$ 7,310.00	\$ 1,290.00
COHMED training	1	5	2250	\$ 2,250.00	\$ 1,912.50	\$ 337.50
FMCSA IT training	1	5	1950	\$ 1,950.00	\$ 1,657.50	\$ 292.50
FMCSA CR training	2	10	2750	\$ 5,500.00	\$ 4,675.00	\$ 825.00

FMCSA NEW ENTRANT training	2	10	2750	\$ 5,500.00	\$ 4,675.00	\$ 825.00
Unscheduled FMCSA requested travel	5	2	500	\$ 2,500.00	\$ 2,125.00	\$ 375.00
Post crash training	2	5	1000	\$ 2,000.00	\$ 1,700.00	\$ 300.00
COHMED REGIONAL training	1	3	1100	\$ 1,100.00	\$ 935.00	\$ 165.00
subtotal				\$ 95,450.00	\$ 81,132.50	\$14,317.50

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
THERMAL IMAGER	1	\$400,000.00	100	\$400,000.00	\$340,000.00	\$60,000.00
TOTAL: Equipment				\$400,000.00	\$340,000.00	\$60,000.00
Equipment threshold is greater than \$5,000.						
Planned MOE: Equipment	\$0.00					

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

Thermal imager to be installed at the new Sparta SWEF to help in the enforcement of safety by showing heat source (or lack of) on brakes and other systems on CMVs.

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
UNIFORM AND RELATED	60	UNIFORM SET	\$725.00	\$43,500.00	\$36,975.00	\$6,525.00
DESKTOP COMPUTER	1	EA	\$2,250.00	\$2,250.00	\$1,912.50	\$337.50
MC ENF HOTLINE BROCHURES	10200	EA	\$0.12	\$1,224.00	\$1,040.40	\$183.60
DSR RADARS	8	EA	\$2,800.00	\$22,400.00	\$19,040.00	\$3,360.00
LASER RADAR	8	EA	\$2,505.00	\$20,040.00	\$17,034.00	\$3,006.00
OFFICE SUPPLIES	1	YEAR	\$61,410.38	\$61,410.38	\$52,198.82	\$9,211.56
CVSA inspection brochures	700	ea	\$1.00	\$700.00	\$595.00	\$105.00
DOT brochures	8600	ea	\$0.12	\$1,032.00	\$877.20	\$154.80
DATA QS brochures	8600	ea	\$0.12	\$1,032.00	\$877.20	\$154.80
TOTAL: Supplies				\$153,588.38	\$130,550.12	\$23,038.26
Planned MOE: Supplies	\$0.00					

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

To conduct office work and mobile enforcement in support of the CVSP goals and objectives, general office supplies are required including such items as pens, paper, printer cartridges, thumb drives, computer peripherals, safety supplies, small inspection tools, appliances used primarily for office work such as calculators etc. as needed for 108 inspector staff at 7 individual posts and 11 investigators located throughout the state. Projected costs are derived from average annual expenses associated with motor carrier enforcement from previous years - office supply needs can vary greatly based upon current projects and changing law enforcement priorities. The amount estimated is \$61,410.37. It is estimated that 1 desktop computer replacement will be required for one staff member totaling \$2250 (based on replacement of 1 computer each year on average for 1 FTE staff focusing on motor carrier enforcement). Uniform repair, alterations, safety glasses and other supplies related to inspector uniforms will be required in order to conduct inspections and represent the State during motor carrier education enforcement activities. The amount can vary considerably depending upon age of uniforms and replacement needs per inspector and is estimated on previous year expenses for replacement uniforms, repairs and new uniforms for recruits. Brochures promoting the motor carrier enforcement hotline (staffed by investigators to handle all types of motor carrier enforcement questions), DataQs (explaining the review process), and CVSA inspection (what to expect at an inspection) are provided at the safety weight enforcement facilities, at traffic stops and at outreach and educational workshops.

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
Auxllium Inc.	EIN	465391041	Contract	\$22,500.00	\$19,125.00	\$3,375.00
Description of Services: Smartview license and software contract agreement						
TOTAL: Contractual and Subaward				\$22,500.00	\$19,125.00	\$3,375.00
Planned MOE: Contractual and Subaward	\$0.00					

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

One contract:

E-Screening annual software and registration fees-360SmartView Annual Fee of \$22,500 (based on what 360SmartView would charge the State for the service). This is a CMV only activity and considered 100% MCSAP cost - The 360SmartView e-screening solution uses license plate cameras and OCR technology to identify and screen commercial carriers, trucks, trailers, and drivers for safety and regulatory compliance factors of interest to enforcement officers, helping them make more informed decision while focusing on at-risk vehicles and drivers during the inspection process. The system's approach to selecting vehicles for inspection ensures that policies and procedures related to safety and compliance of commercial traffic are uniformly and consistently applied. 360SmartView interfaces with weigh station systems, such as height detectors and static scales, and includes this information in the e-screening decision. Inspectors can use 360SmartView data to identify vehicles for further screening, while enforcement agencies can use the system to help schedule, inform and optimize their operation. 360SmartView's approach to safety and security vetting quickly identifies higher risk carriers, trucks, trailers and drivers, giving site enforcement officers time to screen more potentially unsafe vehicles and remove them from the road. Drivers using pre-pass that are non-compliant and bypass scales are much easier to identify using the 360SmartView interface. Participation in this program would also qualify the state to obtain

free weigh-in-motion technology for its Safety Weight Enforcement Facilities. More information about 360SmartView can be found here: https://www.neudesic.com/wp-content/uploads/2014/03/CS_Xerox_PrePass_360Smartview_e-Screening.pdf

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 not claim reimbursement for Indirect Costs.

Other Costs Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
INSPECTOR FLEET COSTS	40850	MILES	\$12.87	\$525,739.50	\$446,878.58	\$78,860.92
INSPECTOR AIR CARDS	50	EA	\$600.00	\$30,000.00	\$25,500.00	\$4,500.00
TELECOMMUNICATIONS	12	MONTHS	\$1,365.00	\$16,380.00	\$13,923.00	\$2,457.00
IT NETWORK	12	MONTHS	\$900.00	\$10,800.00	\$9,180.00	\$1,620.00
BOOKS/MANUAL FOR IN-SERVICE	135	EA	\$98.00	\$13,230.00	\$11,245.50	\$1,984.50
CVSA DUE	1	YEAR	\$12,300.00	\$12,300.00	\$10,455.00	\$1,845.00
AIRCRAFT PILOT RENTAL	24	HOURS	\$132.00	\$3,168.00	\$2,692.80	\$475.20
EVENT DATA RECORDER	4	PAYMENTS	\$2,100.00	\$8,400.00	\$7,140.00	\$1,260.00
CVSA DECALS	10000	EA	\$0.28	\$2,800.00	\$2,380.00	\$420.00
MASTER LEASE	2	PAYMENTS	\$28,600.00	\$57,200.00	\$48,620.00	\$8,580.00
CADET INSPECTOR TRAINING	8	CADET	\$27,890.18	\$223,121.44	\$189,653.22	\$33,468.22
HAZMAT SOFTWARE LICENSE	28	INSPECTORS	\$480.00	\$13,440.00	\$11,424.00	\$2,016.00
HANDHELD SCANNERS	61	EA	\$90.00	\$5,490.00	\$4,666.50	\$823.50
TOTAL: Other Costs				\$922,068.94	\$783,758.60	\$138,310.34
Planned MOE: Other Costs	\$11,035.35					

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

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

New books and manuals (e.g., hazmat manuals) are used for annual in-service training and estimated based upon previous year expenditure (\$11,600). The manuals are used by 119 sworn personnel (includes local law enforcement) throughout the year and in the field while conducting enforcement and providing education to various groups.

DataQ Information Brochures are developed and purchased to provide information to the motor carrier community on the requirements and process involved for processing requests for data review; This is necessary to ensure that the motor carrier community is provided with due process. DOT brochures are handed out by motor carrier enforcement to explain when they need to get a US DOT number.

IT/Network expenses based on pro-rated portion (40%) of time directly spent on MCSAP time/activities including data/word processing equipment, communication tower maintenance, internet usage, computer equipment maintenance, mainframe/batch computer charges, database access, host connect circuit charges, data storage, CICS/DB2 applications usage, personal computer equipment, PC software purchases on personal computers, email charges for maintenance and support of email systems provided from the State Department of Administration (DOA) and state consolidated network charges (DOA). Utilizing and maintaining digital infrastructure is critical for motor carrier enforcement education and enforcement activities. These costs can fluctuate due to computer usage patterns by personnel as well as changing maintenance needs which vary throughout the year. As such, these costs are based on previous year expenses.

Telecommunications based on prorated portion (40% directly spent on MCSAP activities) including: utilizing and maintaining voice communication infrastructure is also critical for conducting motor carrier enforcement (e.g., communication among inspector staff and headquarters) as well as communication with the motor carrier community and general public. Three categories of telecommunications exist: wired phone expenses including voicemail, long distance service, and cellular/wireless service. The amount estimated for each of the three categories is based on actual cost from previous year expenses – costs can fluctuate throughout the year depending upon usage patterns as well as due to the fact that different coverage plans exist for different needs depending upon the individual user and where the user is located in the state. Costs for wired phone and cellular/wireless include not only the service but the phones and ancillary equipment if they malfunction, need repair or need to be replaced. Air cards allow inspectors, investigators, and headquarter staff to have secured internet access on their laptops using their cellular service. This is important for data communication when reporting inspection and other data including data on out of service carriers under a federal order. For inspectors, there are 107 air cards @ \$40/month for 12 months and prorated at 40% based upon the estimated time that the air cards are used for MCSAP activities. Total cost is equivalent to 50 cards paid for by the grant (each card costs \$600 per year).

Master Lease - A payment used to cover the cost of master lease financed data, word processing and computer equipment. Master lease financing is similar to a loan with the Department of Administration/State of Wisconsin acting as the financier. These payments occur each February 1st and August 1st and are initiated by the DOA State Controller's Office. WisDOT pays DOA who finances the purchase of IT-related supplies for WisDOT and the MCSAP program including laptops, servers, printers, communication infrastructure, networking, etc. For the MCSAP program, this annual payment covers the 39 tough books purchased pro-rated at the time of the purchase at 26 FTE inspectors, 1 FTE IT specialist, and 12 investigators 100% MCSAP time). 39 tough books* \$4,400/toughbook = \$171,600 broken into three years of payments = \$57,200 per year

Cadet Inspector Training: Based on analysis of time spent on MCSAP activities by sworn inspectors, the total equivalent time spent on the training portion of cadets for inspection-related activity is \$223,121.44 or \$27890.18 per recruit based on actual costs of previous training and pro-rating at 44% based on actual time spent on MCSAP activity by inspectors in the field.

CVSA Decals are used for North American Standard Level I and/or Level V inspections. "Pass Inspection" means that during a North American Standard Level I or Level V Inspection no defects are found of critical vehicle inspection and the vehicle must not have any violations of the items contained in operational policy and *North American*

Standard Out-of Service Criteria. The number of CVSA decals needed (10,000) are based upon the number used in previous years. $10,000 \times \$0.28$ per decal = \$2,800.

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

Handheld scanners will be distributed as a supply item to all MCSAP inspectors/investigators for use during inspections.

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

CVSA dues are paid to the organization once per year (\$12,300). CVSA promotes commercial motor vehicle safety and security by providing leadership to enforcement, industry and policy makers. Being part of this organization helps to inform the Wisconsin State Patrol regarding current trends in policy while promoting communication between the states and FMCSA. This also supports the goals of the CVSP.

Fleet costs include mileage, fuel, and cost of repairs for 33 vehicles (based on FTE for MCSAP only activities) that are used by inspectors for mobile enforcement and MCSAP-related business such as driving to safety presentations or meetings with motor carriers. The rate for squad cars is set each year by the WisDOT Office of Policy, Performance and Improvement. The rate for squad cars is \$0.39 per mile. For FTE vehicles, the total rate would then be \$12.87/mile multiplied by an estimated 40850 miles = \$525739.50.

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

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	\$6,270,524.00	\$1,106,564.00	\$7,377,088.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$1,106,564.00
MOE Baseline:	\$11,035.35

Estimated Expenditures			
Personnel			
	Federal Share	State Share	Total Project Costs
CAPTAIN	\$38,896.00	\$6,864.00	\$45,760.00
LIEUTENANT	\$20,446.92	\$3,608.28	\$24,055.20
LIEUTENANT	\$33,980.96	\$5,996.64	\$39,977.60
INSPECTOR	\$1,952,031.12	\$344,476.08	\$2,296,507.20
POLICY ANALYST	\$47,035.87	\$8,300.45	\$55,336.32
IT SUPPORT	\$42,785.60	\$7,550.40	\$50,336.00
MCEI MGR/SGT	\$54,498.60	\$9,617.40	\$64,116.00
MCEI CIVILIAN	\$473,811.62	\$83,613.82	\$557,425.44
MCEI SWORN	\$50,584.25	\$8,926.63	\$59,510.88
Salary Subtotal	\$2,714,070.94	\$478,953.70	\$3,193,024.64
INSPECTOR	\$750,781.20	\$132,490.80	\$883,272.00
Overtime subtotal	\$750,781.20	\$132,490.80	\$883,272.00
Personnel total	\$3,464,852.14	\$611,444.50	\$4,076,296.64
Planned MOE	\$0.00		

Fringe Benefits			
	Federal Share	State Share	Total Project Costs
CIVILIAN	\$255,382.15	\$45,067.44	\$300,449.59
SWORN	\$1,051,349.06	\$185,532.19	\$1,236,881.25
OVERTIME SWORN	\$144,375.22	\$25,477.98	\$169,853.20
Fringe Benefits total	\$1,451,106.43	\$256,077.61	\$1,707,184.04
Planned MOE	\$0.00		

Travel			
	Federal Share	State Share	Total Project Costs
ROUTINE MCSAP TRAVEL BASED ON PREVIOUS YEARS EXPENSES: LODGING/MEAL ALLOWANCE, INTERSTATE TRAVEL, ANNUAL INSERVICE, CONFERENCE TRAVEL	\$44,200.00	\$7,800.00	\$52,000.00
CVSA ANNUAL MEETING	\$3,910.00	\$690.00	\$4,600.00
NAIC training competition	\$1,572.50	\$277.50	\$1,850.00
CVSA WORKSHOP	\$3,910.00	\$690.00	\$4,600.00
FMCSA PLANNING	\$2,550.00	\$450.00	\$3,000.00
COHMED TRAINING	\$1,912.50	\$337.50	\$2,250.00
FMCSA IT	\$1,657.50	\$292.50	\$1,950.00
FMCSA CR	\$4,675.00	\$825.00	\$5,500.00
FMCSA NEW ENTRANT	\$4,675.00	\$825.00	\$5,500.00
UNSCHEDULED FMCSA REQUESTED TRAVEL	\$2,125.00	\$375.00	\$2,500.00
New entrant/ CR travel	\$7,310.00	\$1,290.00	\$8,600.00
Post crash training	\$1,700.00	\$300.00	\$2,000.00
COMED regional training	\$935.00	\$165.00	\$1,100.00
Travel total	\$81,132.50	\$14,317.50	\$95,450.00
Planned MOE	\$0.00		

Equipment			
	Federal Share	State Share	Total Project Costs
THERMAL IMAGER	\$340,000.00	\$60,000.00	\$400,000.00
Equipment total	\$340,000.00	\$60,000.00	\$400,000.00
Planned MOE	\$0.00		

Supplies			
	Federal Share	State Share	Total Project Costs
UNIFORM AND RELATED	\$36,975.00	\$6,525.00	\$43,500.00
DESKTOP COMPUTER	\$1,912.50	\$337.50	\$2,250.00
MC ENF HOTLINE BROCHURES	\$1,040.40	\$183.60	\$1,224.00
DSR RADARS	\$19,040.00	\$3,360.00	\$22,400.00
LASER RADAR	\$17,034.00	\$3,006.00	\$20,040.00
OFFICE SUPPLIES	\$52,198.82	\$9,211.56	\$61,410.38
CVSA inspection brochures	\$595.00	\$105.00	\$700.00
DOT brochures	\$877.20	\$154.80	\$1,032.00
DATA QS brochures	\$877.20	\$154.80	\$1,032.00
Supplies total	\$130,550.12	\$23,038.26	\$153,588.38
Planned MOE	\$0.00		

Contractual and Subaward			
	Federal Share	State Share	Total Project Costs
Auxllium Inc.	\$19,125.00	\$3,375.00	\$22,500.00
Contractual and Subaward total	\$19,125.00	\$3,375.00	\$22,500.00
Planned MOE	\$0.00		

Other Costs			
	Federal Share	State Share	Total Project Costs
INSPECTOR FLEET COSTS	\$446,878.58	\$78,860.92	\$525,739.50
INSPECTOR AIR CARDS	\$25,500.00	\$4,500.00	\$30,000.00
TELECOMMUNICATIONS	\$13,923.00	\$2,457.00	\$16,380.00
IT NETWORK	\$9,180.00	\$1,620.00	\$10,800.00
BOOKS/MANUAL FOR IN-SERVICE	\$11,245.50	\$1,984.50	\$13,230.00
CVSA DUE	\$10,455.00	\$1,845.00	\$12,300.00
AIRCRAFT PILOT RENTAL	\$2,692.80	\$475.20	\$3,168.00
EVENT DATA RECORDER	\$7,140.00	\$1,260.00	\$8,400.00
CVSA DECALS	\$2,380.00	\$420.00	\$2,800.00
MASTER LEASE	\$48,620.00	\$8,580.00	\$57,200.00
CADET INSPECTOR TRAINING	\$189,653.22	\$33,468.22	\$223,121.44
HAZMAT SOFTWARE LICENSE	\$11,424.00	\$2,016.00	\$13,440.00
HANDHELD SCANNERS	\$4,666.50	\$823.50	\$5,490.00
Other Costs total	\$783,758.60	\$138,310.34	\$922,068.94
Planned MOE	\$11,035.35		

Total Costs			
	Federal Share	State Share	Total Project Costs
Subtotal for Direct Costs	\$6,270,524.79	\$1,106,563.21	\$7,377,088.00
Total Costs Budgeted	\$6,270,524.79	\$1,106,563.21	\$7,377,088.00
Total Planned MOE	\$11,035.35		

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	\$6,270,524.00	\$1,106,564.00	\$7,377,088.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$1,106,564.00
MOE Baseline:	\$11,035.35

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs	Planned MOE Costs
Salary Subtotal	\$2,714,070.94	\$478,953.70	\$3,193,024.64	NA
Overtime Subtotal	\$750,781.20	\$132,490.80	\$883,272.00	NA
Personnel Total	\$3,464,852.14	\$611,444.50	\$4,076,296.64	\$0.00
Fringe Benefits Total	\$1,451,106.43	\$256,077.61	\$1,707,184.04	\$0.00
Travel Total	\$81,132.50	\$14,317.50	\$95,450.00	\$0.00
Equipment Total	\$340,000.00	\$60,000.00	\$400,000.00	\$0.00
Supplies Total	\$130,550.12	\$23,038.26	\$153,588.38	\$0.00
Contractual and Subaward Total	\$19,125.00	\$3,375.00	\$22,500.00	\$0.00
Other Costs Total	\$783,758.60	\$138,310.34	\$922,068.94	\$11,035.35
	85% Federal Share	15% State Share	Total Project Costs	Planned MOE Costs
Subtotal for Direct Costs	\$6,270,524.79	\$1,106,563.21	\$7,377,088.00	\$11,035.35
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$6,270,524.79	\$1,106,563.21	\$7,377,088.00	\$11,035.35

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? Dave Ross
2. What is this person's title? Secretary of Wisconsin Dept of Transportation
3. Who is your Governor's highway safety representative? David Pabst
4. What is this person's title? Director

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



Yes



No

State Certification declaration:

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

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? Dave Ross
2. What is the title of your certifying State official? Secretary of Wisconsin Dept of Transportation
3. What are the phone # and email address of your State official? 608-266-1114 DaveB.Ross@dot.wi.gov

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

- ☒ Yes
- ☐ No

I, Dave Ross, 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

REGULATORY COMPLIANCE

Wisconsin underwent its MCSAP Review in the fall of 2009 which included a review to determine compatibility of state laws and regulations with the FMCSRs and hazardous materials regulations (HMRs). The table on the following pages shows the current status of items that have been resolved, those that are outstanding to date including actions items to resolve these issues.

Finding #	FMCSA Finding	Action Plan	Est. Completion Date	Date Completed
1(a)	49 CFR 390.3 and 390.5 – Definition of a Common Carrier – The State’s definition of a common carrier in s. 194.01 (1), stats. excluding taxicabs and car pool or van pool vehicles with a passenger carrying capacity of less than 16 persons is not compatible with the exceptions and definitions in 49 CFR 390.3(f)(6)(i) and (ii), and 395.5.	The state definition was changed in 2013 Wisconsin Act 364 to be compatible with the exceptions and definitions found in 49 CFR 390.3(f) (6) (i) and (ii), and 395.5.	N/A	4/2014
1(b)	49 CFR 390.5 – Definition of a Private Motor Carrier – The State’s definition of a private motor carrier in s. 194.01 (11), stats. is not compatible with the definition of a private motor carrier in 49 CFR 390.	Included in Department of Transportation Biennial Budget Request.	N/A	7/13/15

Finding #	FMCSA Finding	Action Plan	Est. Completion Date	Date Completed
1(c)	49 CFR 390.3(f) – School Bus Operations – The State’s exemption in Trans 327.09 (1) of intrastate school buses from its adoption of the FMCSRs when the bus is being used for authorized educational extracurricular or charter activities is not compatible with 49 CFR 390.3(f).	Will revise through rulemaking including review by the Governor’s Office.	N/A	No need to change due to a States ability to retain exemptions from its motor carrier safety laws and regulations that were in effect before April, 1988, are still in effect, and apply to specific industries operating in intrastate commerce.
1(d)	49 CFR 390.23 – Relief From Regulations – The State’s exemption of intrastate drivers from its adoption of driver qualifications and hours of service (HOS) regulations during emergencies, in Trans 327.09 (6) is not compatible with 49 CFR 390.23.	Will revise through rulemaking including review by the Governor’s Office.	2018	The Governor has approved the scoping statement. Rule has been drafted and is being scheduled for a public hearing.

Finding #	FMCSA Finding	Action Plan	Est. Completion Date	Date Completed
1(e)	49 CFR 391 – Driver Qualifications – The State’s exemption in Trans 327.09 of intrastate drivers holding a Wisconsin CDL issued prior to July 29, 1996 from the driver qualification requirements contained in 49 CFR 391 is not compatible with the FMCSRs.	Will revise through rulemaking which includes review by the Governor’s Office.	2018	The Governor has approved the scoping statement. Rule has been drafted and is being scheduled for a public hearing.
1(f)	49 CFR 391.11(b)(1) – Driver Age – The State’s exception for intrastate drivers of CMVs in Trans 327.03 from the minimum age requirements contained in 49 CFR 391.11(b)(1) is not compatible with the FMCSRs.	Will revise through rulemaking which includes review by the Governor’s Office.	2018	The Governor has approved the scoping statement. Rule has been drafted and is being scheduled for a public hearing.
1(g)	49 CFR 392.10 – Stopping at Railroad Crossings – The State’s statute in s. 346.45, stats. Requiring stopping at railroad (RR) crossings is not compatible with the requirement to stop at RR crossings in 49 CFR 392.10.	Included in Department of Transportation Biennial Budget Request.	N/A	7/13/15

Finding #	FMCSA Finding	Action Plan	Est. Completion Date	Date Completed
1(h)	49 CFR Parts 393 and 396 – Motor Bus Equipment and Inspection – The State’s Motor Bus Equipment and Inspection regulations contained in Trans 330 are not compatible with the Parts and Accessories requirements of 49 CFR Part 393 and the Maintenance in 49 CFR Part 396.	Will revise through rulemaking including review by the Governor’s Office.	August 2017	The Governor has approved the scoping statement. Rule has been drafted and is being scheduled for a public hearing.
1(i)	49 CFR 395 – Hours of Service – The State’s exemption in Trans 327.09 (4) of intrastate drivers driving motor vehicles having a GVWR of less than 26,001 pounds from its adoption of the HOS requirements is not compatible with 49 CFR 395.	Will revise through rulemaking that includes review by the Governor’s Office.	2018	The Governor has approved the scoping statement. Rule has been drafted and is being scheduled for a public hearing.

Finding #	FMCSA Finding	Action Plan	Est. Completion Date	Date Completed
1(j)	49 CFR 395.1(e), 395.3, and 395.8 – Records of Duty Status and HOS – The State’s regulations in Trans 327.03 (10), 327.05 (3), and 327.09 concerning intrastate HOS and records of duty status (RODS) are not compatible with 49 CFR 395.	Will revise through rulemaking that includes review by the Governor’s Office.	2018	The Governor has approved the scoping statement. Rule has been drafted and is being scheduled for a public hearing.
1(k)	49 CFR 173.5 – Agricultural Operations – The State’s exemption of agricultural operations in Trans 326.07 is not compatible with the exemption for agricultural operations in 49 CFR 173.5.	Will revise through rulemaking that includes review by the Governor’s Office.	2018	Governor’s Office denied scope statement. Office of General Counsel reviewing.
1(l)	49 CFR 173.8 – Exceptions for Non-Specification Packaging – The State’s exclusion of non- specification cargo tanks, portable tanks, and non-bulk metal tanks in Trans 326.07 (1) and (2) is not compatible with the exemption for non-specification packaging used in intrastate transportation found in 49 CFR 173.8.	Will revise through rulemaking that includes review by the Governor’s Office.	2018	Governor’s Office denied scope statement. Office of General Counsel reviewing.

Finding #	FMCSA Finding	Action Plan	Est. Completion Date	Date Completed
2	49 CFR 350.301 – MOE Requirements – The State did not submit an MOE calculation that accurately captured all MCSAP-eligible expenses as required by 49 CFR 350.301 and described by State Programs Policy Reference Guideline SP-06-003-GE MOE Requirements under SAFETEA-LU (see P.L. 109-59 – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users).	N/A	N/A	4/2012
3	49 CFR 350.211(8) – State Certification – Average Aggregate Expenditure – The State did not provide evidence that it maintains “the average aggregate expenditure of the State and its political subdivisions.” WSP should compare actual MOE cost to the computed MOE to validate the certification.	WSP will begin reporting of actual MOE costs to computed MOE for the close of the FFY 2012 grant and all future grant periods.	N/A	12/2012
4	49 CFR 350.213(j) – CVSP Budget Expenditure – The State’s CVSP does not include a budget that reflects all planned MCSAP-eligible costs as identified in 49 CFR 350.309 and 350.311.	Compliant.	N/A	4/2012

PERFORMANCE PROGRESS REPORT
MCSAP FORMULA Program Monitoring Report

MCSAP Formula Grants — SF-PPR Coversheet Attachment
Federal Motor Carriers Safety Administration
U.S. Department of Transportation

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Finding #	FMSCA Finding	Action Plan	Est. Completion Date	Date Completed
5	49 CFR 350.201(h) – Quarterly Report Submission – The State does not submit quarterly reports that describe the progress, the results, and the impact of the projects (performance objectives) in reducing the commercial motor carrier crash rate as required by the MCSAP Grant Agreement. Wisconsin must submit quarterly reports that provide information on the State’s progress in meeting the program performance objectives identified in the CVSP.	WSP will provide more details while also utilizing a new format that specifically identifies progress in meeting performance objectives stated in the CVSP (both qualitative and quantitative).	N/A	7/2012
6	49 CFR 350.201(i) – Information Exchange – SAFETYNET Data Elements – Based on FMCSA’s June 12, 2007 PAR analysis of the Wisconsin Motor Vehicle Accident Report (MV4000 and MV4000e), Wisconsin needs to add the following SAFETYNET-required data element: a. Bus Use field: <ul style="list-style-type: none"> • 0 Not a Bus. • 1 School. • 2 Transit. • 3 Intercity. • 4 Charter. • 5 Other. (<i>Per Safety and Program Performance Review</i>). 	WI MV4000 Revision Project is ongoing and adding this field requires mainframe programming. The Wisconsin crash review is still being revised.	N/A	01/2017