COLORADO

Commercial Vehicle Safety Plan
for the
Federal Motor Carrier Safety Administration's
Motor Carrier Safety Assistance Program
Fiscal Year 2017

Date of Approval: Jan 12, 2017

Final CVSP

Basic and Incentive Program Overview

The Basic and Incentive Program Overview part allows the State to provide a brief description of the mission or goal statement of the MCSAP Lead Agency, a description of the State's MCSAP Basic/Incentive Program structure, and to indicate how it meets the MCSAP minimum requirements as prescribed in 49 CFR 350.213(b). The MCSAP grant program has been consolidated to include Basic/Incentive, New Entrant, and Border Enforcement. These three separate grant programs are now considered focus areas in the CVSP. Each focus area will be addressed individually within the eCVSP system and will be contained within a consolidated CVSP.

1 - Mission or Goal Statement of Lead State Commercial Motor Vehicle Safety Agency

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 a discussion of any safety activities conducted under any other FMCSA focus areas such as New Entrant and Border Enforcement or the High Priority grant program. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

The mission of the Colorado State Patrol is to ensure a safe and secure environment for all persons by utilizing the strengths of our members to provide professional law enforcement services that reflect our core values of Honor, Duty, and Respect.

Further the goal of the Colorado State Patrol Motor Carrier Safety Section is to provide a safe and secure environment in Colorado for all persons by reducing commercial vehicle related crashes, reducing hazardous materials incidents, and increased criminal interdiction activity in commercial motor vehicles.

Evaluation of data obtained from the Analysis and Information website (MCMIS data snapshot as of 05/27/16) indicates that from calendar year 2014 to calendar year 2015 there was a 23% reduction in the number of fatal and non-fatal crashes occurring in the State of Colorado. On average from calendar year 2012 through calendar year 2015 there was a total of 1,874 fatal and non-fatal CMV crashes in the state of Colorado. The goal of the Colorado State Patrol, Motor Carrier Safety Section is to reduce this total by 2%.

Colorado: Summary Report					
Summary	**CY 2012**	**CY 2013**	**CY 2014**	**CY 2015**	**CY 2016***
Number of vehicles involved in fatal & non-fatal crashes	1,808	1,970	2,339	1,768	130
# in fatal crashes	59	48	73	42	3
# in non-fatal crashes	1,749	1,922	2,266	1,726	127
Number of fatal & non-fatal Crashes	1,709	1,878	2,214	1,694	130
# of fatal crashes	55	46	68	38	3
# of non-fatal crashes	1,654	1,832	2,146	1,656	127
Number of Fatalities as a result of a crash	66	51	74	43	3
Number of Injuries as a result of a crash	476	586	624	212	3

2 - Basic and Incentive Program Structure

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded with Basic/Incentive funding and/or used to substantiate the Lead Agency's Maintenance of Effort (MOE). Include a description of the program structure (state and local agency participation, including responsibilities, a general overview of the number of FTE supporting the program and in what areas they contribute, etc.).

NOTE: Please do not include activities/FTE primarily assigned to and funded under another focus area such as New Entrant and/or Border Enforcement or another FMCSA grant program such as High Priority. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement (if applicable) focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

In May 2013, a new section was created within the Motor Carrier Services Branch, the Motor Carrier Programs & Training Section (MCPT). The purpose of this section is to provide training and administrative program support to the other sections within the branch. While most job duties did not change, several personnel previously assigned to the Motor Carrier Safety Section were transferred to the new section. All training and grant management functions were transferred to the new section, including the MCSAP Grant Administrator and the Administrative Assistant responsible for the entry of inspections and CMV crash data. Additionally, three General Professionals that manage the various administrative aspects of MCSAP were also transferred to the new section. A new Captain was added to the section to provide oversight functions for the section. This position is funded by the Colorado State Patrol Highway Users Tax Fund at 50% and the Colorado Port of Entry Section at 50%. An additional Administrative Assistant was added to the Motor Carrier Safety Section to provide administrative support to the MCSAP Captain and to assist with the increase in telephone calls received in the branch. This position is also funded by the MCSAP Basic Grant at 50% and the Colorado Port of Entry Section at 50%.

In addition to the two Captains, there are currently 23 Uniformed Officers and four Sergeants assigned to the MCSAP and MCPT sections. The officers and sergeants are funded by the MCSAP Basic grant and HUTF at varying percentages based upon cost eligibility for the duties performed throughout the year. Each Officer inputs their time into the Patrol's Time Management System utilizing a specific function code for each grant program. Salaries are then adjusted the following month based upon the percentage of time dedicated to each function code/grant program. The grant managers in the MCPT section keep a record of the time worked by function code, as well as, paper copies for backup documentation. Each of the MCSAP officers conduct inspections, compliance reviews, and new entrant safey audits throughout the year, in addition to public outreach and education duties. Additionally, two of the 23 uniformed officers are responsible for coordinating and implementing MCSAP related training for all certified inspectors/officers within the Colorado State Patrol. To meet match and MOE requirements, of the 29 uniformed officers assigned to the unit, the Colorado State Patrol directly funds 8 Troopers, 1 Sergeant, and 1/2 of a Captain utilizing Highway User Tax Funds.

All of the MCSAP and MCPT inspectors/investigators have received basic motor carrier safety inspection training, a bulk-packaging course, general hazardous material training, the motor coach course and the North American Standard Inspection Course Side A & B. In addition, training has been provided by the Federal Motor Carrier Safety Administration on the performance of CSA Compliance reviews and safety audits. Currently, several of the technicians have been certified to perform reviews and audits on commercial carriers. Since the organization of the section, the troopers involved in the program have undergone refresher training courses as well as a week of regular departmental in-service training annually. Additionally two inspectors have been trained to conduct Level VI radioactive highway route controlled substances inspections to assist with WIPP inspections when needed.

3 - Basic and Incentive Minimum Requirements - Driver Activities

Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in this Fiscal Year's CVSP. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. *If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.*
2. *If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.*
3. *If the State marks all responses as "Existing", no further explanation is required.*

Existing	Planned	None, Not Planned	Promote activities in support of the national program elements including the following:
●	○	○	Actvities aimed at removing impaired CMV drivers from the highways through adequate enforcement of restrictions on the use of alcohol and controlled substances and by ensuring ready roadside access to alcohol detection and measuring equipment.
●	○	○	Provide basic training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substance.
●	○	○	Breath testers are readily accessible to roadside officers and inspectors either at roadside or a fixed facility location.
●	○	○	Criminal interdiction activities, in conjunction with an appropriate CMV inspection, including human trafficking and activities affecting the transportation of controlled substances by any occupant of a CMV, and training on appropriate strategies for carrying out those interdiction activities.
●	○	○	Provide training for roadside officers and inspectors to detect indicators of controlled substance trafficking.
●	○	○	Ensure drug interdiction officers are available as a resource if an officer/inspector suspects controlled substance trafficking.
●	○	○	Engage in drug interdiction activities in conjunction with inspections including interdiction activities that affect the transportation of controlled substances.

Enter explanation of activities:

Colorado provides a basic training course through our Police Officer Standard Training program (POST) for all uniformed patrol officers. This training ensures the officer has the tools necessary for the detection of impaired driving. This course is a minimum of 32 hours and once completed, breath testers are available and accessible to all roadside officers certified in impaired detection. While this tool may be used in the detection of impaired driving, the officer is trained to rely on his/her ability when administering the Standard Field Sobriety Testing.

All roadside inspectors receive training in the detection of controlled substance trafficking. This training provides each officer with the tools necessary for the detection of controlled substances, as well as, training in the criminal interdiction procedures employed by the Colorado State Patrol. When controlled substance trafficking is suspected, the officer can call upon the agency's Criminal Investigation Branch to assist in the investigation through the use of the K-9 unit or Drug Recognition Experts. The Colorado State Patrol Criminal Investigations Branch will assist all of the roadside inspectors in the detection of controlled substance trafficking through team operations and training in conjuction with inspections. Additionally, several officers assigned to MCSAP attended the Desert Snow Phase IV Commercial Vehicle Interdiction Course in July 2015.

4 - Basic & Incentive Minimum Requirements - Federal Registration & Financial Responsibility Activities

Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in the upcoming Fiscal Year. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. *If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.*
2. *If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.*
3. *If the State marks all responses as "Existing", no further explanation is required.*

Existing	Planned	None, Not Planned	Federal Registration and Financial Responsibility activities including:
◉	○	○	Activities to enforce federal registration (such as operating authority) requirements under 49 U.S.C. 13902, 49 CFR Part 365, 49 CFR Part 368, and 49 CFR 392.9a by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.
◉	○	○	Activities to cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387 (if adopted by a State).

Enter explanation of activities:

The Colorado State Patrol provides training and education to all Level I inspectors throughout the State of Colorado encompassing the uniform application of registration requirements. In addition, when connectivity is available, MCSAP inspectors utilize Query Central and L&I during the course of an inspection to verify that the carrier retains proper operating authority and/or insurance. In the event that the carrier does not have operating authority or does not meet the financial responsibility requirements, Level I inspectors will contact management personnel within the MCSAP section for guidance. MCSAP management will review and verify current regulations, and will then advise the inspector to follow the procedures outlined and distributed by the Federal Motor Carrier Safety Administration. Upon completion of the inspection, Level I inspectors forward all pertinent information/documentation to the Colorado State Patrol, Motor Carrier Safety Section. Upon receipt of the information/documentation, management personnel will determine if further enforcement action, such as a compliance review needs to be completed.

Additionally, the State has a signed MOU with CVSA stating that officers will conduct OOS orders as written in the CVSA OOS criteria. Included in the Operating Authority section of the agreement is a statement that a carrier contacted without proper operating authority will be declared OOS until the proper operating authority is obtained. If an officer is found conducting their inspections outside the CVSA required guidance, their supervision is notified and proper corrective action is taken.

The MCSAP Sergeants also receive a MCMIS report from FMCSA identifying those carriers that have been stopped while under a Federal OOS order. This information is used to identify the officer that initiated the stop and why there was no action taken in regards to the OOS order. Additionally, this information is included in training for officers.

From October 1, 2014 through December 2015, the agency conducted on-going training to ensure all CSP troopers received guidance in the use of the new CVIEW program. Included in the training was information related to the identification of OOS carriers and the proper enforcement actions related to this type of contact. As of January 1, 2015 there weren approximately 450 troopers trained. All POE officers have received training on CVIEW and OOS carriers at the local Ports. Eventually all certified inspectors within the State of Colorado will have access to this system, enabling them to verify the operating status of all carriers contacted.

As part of the State's adoption of the FMCSR, per CRS 4-4-235(2)(d), all certified CMV inspectors have the authority to enforce financial responsibility as established by FMCSR 387.

Additionally, all law enforcement officers are given financial responsibility training as part of Colorado's Police Officer Standard Training (POST) requirement. This training includes the requiement of each officer to verify the financial responsiblity of every vehicle contacted in the State of Colorado. Enforcement action is taken based upon the knowledge, experience, and discretion of the individual officer.

Basic and Incentive Program Effectiveness Summary - Past Performance

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The Program Effectiveness Summary - Past Performance part provides a 5 year trend analysis based upon national performance objectives found in 49 CFR Part 350. For each section, insert information in the tables to describe goals and objectives from previous CVSPs along with actual outcomes.

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1 - State Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific goal measurement used including source and capture date, e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be completed.

1. *Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).*
2. *FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.*
3. *Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If you select 'Other' as the goal measurement, explain the measure used in the narrative box below.*
4. *Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.*
5. *If challenges were experienced while working toward the goals, please provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.*

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

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	43	0.11	
01/01/2014	12/31/2014	67	0.11	0.13
01/01/2013	12/31/2013	61	0.11	0.13
01/01/2012	12/31/2012	62	0.11	0.13
01/01/2011	12/31/2011	53	0.10	0.11

Enter the source and capture date of the data listed in the table above:
A&I - State Level Commercial Motor Vehicle (CMV) Fatality Rate per 100 Million Total Vehicle Miles Traveled 06/28/16
****2015 Data was not available as of June 28, 2016

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

Through the implementation of a comprehensive MCSAP program within the state, including commercial vehicle safety inspections, CSA compliance reviews, interstate safety audits, targeted enforcement, and public education and awareness initiatives, the number of large trucks involved in crashes and the CMV fatality rate per 100 million vehicle miles traveled has remained 0.13 for the last several years after a steep declin from 0.15 in 2008.

Based upon available MCMIS data, there were a total of 43 fatalities in 2015 as compared to 67 in 2014, which is a total of 24 lives saved and an approximate 36% reduction in total fatalities.

2 - State Motorcoach/Passenger Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. *Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).*
2. *FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.*
3. *Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.*
4. *Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.*
5. *If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.*

Goal measurement as defined by your State: Other **Total number of fatal and non-fatal crashes for all buses.**

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	2	240	168
01/01/2014	12/31/2014	5	188	254
01/01/2013	12/31/2013	2	145	198
01/01/2012	12/31/2012	5	173	153
01/01/2011	12/31/2011	3	189	183

Enter the source and capture date of the data listed in the table above:
* Data Source FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/27/2016 including crash records through 01/31/2016. The data presented are subject to update as new or additional information may be reported to MCMIS following the snapshot date. The combined large truck and bus counts may not equal the sum of the individual truck and bus counts if some crash events involved both types of vehicles.

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

The state's goal since 2009 has been to reduce the total number of passenger carrier crashes occurring in the state by 5% as compared to previous years.

On average, the number of reportable passenger carrier crashes represents 10% of the total reportable CMV crashes in the state. There were a total of 168 passenger carrier fatal and non-fatal crashes during calendar year 2015, which is an approximate decrease of 33% as compared to calendar year 2014 data. Additionally, there was a decrease in the number of passenger carrier crash fatalities during CY 2015 as compared to CY 2014, from 5 to 2.

The majority of passenger carrier crashes in the state occur within municipal boundaries, which limits the impact the State Patrol has on the prevention of these crashes. However, the partnership the Patrol has with the municipal law enforcement agencies within the state, has made a positive impact on the passenger carrier crash occurrence within the state.

Summary statistics for Buses in all domiciles based on the MCMIS data source(s) covering Calendar Year(s) 2012 - 2016 for all crash events

Colorado: Summary Report

Summary	CY 2012	CY 2013	CY 2014	CY 2015	CY 2016*
Number of vehicles involved in fatal & non-fatal crashes	153	198	254	169	19
# in fatal crashes	5	2	5	2	0
# in non-fatal crashes	148	196	249	167	19
Number of fatal & non-fatal Crashes	153	198	254	168	19
# of fatal crashes	5	2	5	2	0
# of non-fatal crashes	148	196	249	166	19
Number of Fatalities as a result of a crash	5	2	5	2	0
Number of Injuries as a result of a crash	36	83	99	33	1

https://ai.fmcsa.dot.gov/Img/lock.gif Login to view a detailed record set for individual categories and years. Click on the underlined ###s to examine the record set.

Buses   Includes any motor vehicle designed to transport nine or more people, including the driver.

* Data Source   FMCSA Motor Carrier Management Information System **(MCMIS)** data snapshot as of **05/27/2016**, including crash records through **01/31/2016**. The data presen
MCMIS following the snapshot date.
The combined large truck and bus counts may not equal the sum of the individual truck and bus counts if some crash events involved both types of vehicles.

3 - State Hazardous Materials Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. *Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).*
2. *FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.*
3. *Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.*
4. *Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.*
5. *If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.*

Goal measurement as defined by your State: Other **Total number of reportable Hazardous material crashes**

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015		18	41
01/01/2014	12/31/2014		20	19
01/01/2013	12/31/2013		40	21
01/01/2012	12/31/2012		35	42
01/01/2011	12/31/2011		31	37

Enter the source and capture date of the data listed in the table above:
* Data Source Total Hazardous Materials crashes for the State of Colorado as reported in the FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/27/2016, including crash records through 01/31/2016. The data presented are subject to update as new or additional information may be reported to MCMIS following the snapshot date.

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

The state's goal since 2009 has been to reduce the total number of hazardous materials crashes occurring in the state by 5% as compared to previous years.

The transportation of hazardous materials poses a national threat to public safety. It is critical that those carriers transporting hazardous materials within the State of Colorado are aware of and take precautions to safely transport hazardous materials. The Colorado State Patrol has a section dedicated to the safe transportation of hazardous materials that is located within the Motor Carrier Services Branch. Officers within this unit also conduct CMV safety inspections and are responsible for clean up when a hazardous spill occurs, among other duties. Additionally, personnel within the MCSAP section conduct hazardous materials CMV inspections, as well as, compliance reviews/interventions and SCR's specific to the hazardous materials industry. The MCSAP, POE, and MCPT sections work closely with the Haz Mat section to educate hazardous materials carriers on the safety regulations related to hazardous materials transportation to ensure that hazardous materials carriers are in compliance with hazardous materials regulations.

Utilizing data available from A&I and the state's local Safetynet database, data indicates that the number of reportable CMV hazardous materials crashes represent approximately 2% of the total number of reportable CMV crashes within the state, on average, between calendar years 2012 and 2015. Additionally, between calendar years 2009 and 2013, of the reportable CMV hazardous materials crashes that occurred in the state, approximately five crashes were the fault of the CMV, which is 0.3% of the total reportable CMV crashes that occurred during the same time period.

Based upon this data, the state would argue that while personnel will continue to conduct hazardous materials inspections, CR's, SCR's, and safety presentations, and will work closely with the Colorado State Patrol Hazardous Materials Section, the state does not have an identifiable problem in relation to reportable CMV hazardous materials crashes/transportation.

4 - Traffic Enforcement Trend Analysis: 2011 - 2015

Instructions:

Please refer to the MCSAP Comprehensive Policy for an explanation of FMCSA's traffic enforcement guidance. Complete the table 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 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 of the measured element (traffic enforcement stops with an inspection, non-inspection stops, non-CMV stops).*
3. *Insert the total number of written warnings and citations during the measurement period. The number of warnings and citations do not need to be split out separately in the last column.*

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	1639	2189
01/01/2014	12/31/2014	1517	
01/01/2013	12/31/2013	3935	
01/01/2012	12/31/2012	3352	
01/01/2011	12/31/2011	4086	

☐ **Check if State does not conduct CMV traffic enforcement stops without an inspection.**

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	267	295
01/01/2014	12/31/2014		
01/01/2013	12/31/2013		
01/01/2012	12/31/2012		
01/01/2011	12/31/2011		

☐ **Check if State does not conduct Non-CMV traffic enforcement stops.**

State Defined Measurement Period (Include 5 Periods)		Number Of Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	831	988
01/01/2014	12/31/2014		
01/01/2013	12/31/2013		
01/01/2012	12/31/2012		
01/01/2011	12/31/2011		

Enter the source and capture date of the data listed in the table above:
* All table data is the total for only those officers assigned to the MCSAP section. Data for the number of CMV traffic enforcement stops with an inspection has been added from the state's Safetynet database, however, it should be noted that while the state does conduct

Non-CMV traffic enforcement, current and past data collection methods are either inaccurate or do not provide complete and identifiable data. Specifically, inspectors were incorrectly checking the traffic enforcement box during an inspection. The section has addressed this issue by offering additional training related to the criteria necessary when checking the traffic enforcement inspection box during an inspection. Additionally, the State Patrol as a whole does not collect TE data specific to what is requested in this template, as a result, MCSAP will manually collect and hand tally results beginning in FFY 2015. An electronic data repository for this data does not currently exist at the state level (except for # of CMV traffic stops with an inspection), so there is the possibility for error since the data will be collected manually. Beginning in FFY 2015 the state implemented procedures to collect this data to ensure it is available for use in future planning years, and it has been reported for CY 2015 only. All data collected through March 31, 2016 has been reported to FMCSA as part of the quarterly narrative reports the state submits.

5 - Outreach and Education Goals - Report on progress from the FY 2016 CVSP

Instructions:

Please enter information to describe your year-to-date Outreach and Education activities from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1

Activity: Describe Outreach and Education activity conducted:
Personnel will provide educational CMV safety information to members of the CMV industry and the public to ensure that adequate safety precautions are recognized and placed into practice before, during, and after the operation of a CMV, to include non-CMV's and pedestrians operating around a CMV. Outreach activities are varied, some events are conducted at large scale venues, such as the Budweiser Events Center, while others are completed at the carrier's principal place of business, or hotel conference rooms and insurance offices. Additionally, officers conduct safety talks at the Colorado Motor Carriers Association offices in Denver and Grand Junction. In addition to specific topics, officers address distracted driving, impaired driving, seatbelt usage, and driving behavior which has shown to lead to CMV involved crashes when conducting safety talks. Teen safety events are conducted during school events targeting new drivers and how they interact in and around CMV traffic. Additionally, talks target elementary and school age children, as it is believed that children can impact and advocate safe driving behavior for adults driving around CMV's. Personnel within the MCSAP section will develop and implement a unified carrier outreach program which will include detailed information related to compliance with the FMCSR's and applicable state statute.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate):
Public Education and Awareness Activities - FY 2016 Public Education and Awareness Activities Estimated Number Carrier Safety Talks 180 CMV Safety Belt Education and Outreach 4 State Trucking Association Meetings 20 State-sponsored OUtreach Events 4 Local Educational Safety Events 4 Teen Safety Events 2

Actual: Insert year to date progress (#, %, etc., as appropriate):
From October 1, 2015 through March 31, 2016 CSP-MCSAP personnel conducted the following public education and awareness activities within the State of Colorado: Public Education and Awareness Activities Total Carrier Safety Talks 59 CMV Safety Belt Education and Outreach 59 State Trucking Association Meetings 5 Local Educational Safety Events 1 Teen Safety Events 2 Type and # of Presentation # of Attendees Total Hours Avg. Presentation Length General DOT Awareness–68 1,874 236.25 2.0 Hours Safe Driving-2 200 8.5 1.5 Hours Hours of Service–5 93 10.5 1.6 Hours Driver Fitness/CDL–1 15 3.5 1.5 Hours Veh Maintenance/Inspection–8 598 36.75 2.5 Hours Other–15 558 53.75 1.75 Hours

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

6 - State Specific Objectives – Report on Progress from the FY2016 CVSP

Instructions:

Please enter information as necessary to describe year-to-date progress on your State-specific objectives from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1

Activity: Describe State-specific activity conducted from previous year's CVSP.
Conduct three (3) multi-day saturation patrols in high crash corridors/counties, focusing on the identified crash causation factors. Additionally, saturation patrols will place an emphasis on counties with active oilfield operations, as well as, non-CMV's operating around CMV's in addition to general CMV safety and compliance. All MCSAP troopers participate in the saturation patrols, dedicating an average of 20 hours per trooper to each event. The number and type of contacts varies widely during each event, dependent upon the focus area.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate):
To reduce the total number of fatal and non-fatal crashes occurring in the State of Colorado by 2%, to 2,156 during CY 2016 as compared to CY 2014.

Actual: Insert year to date progress (#, %, etc., as appropriate):
Through March 31, 2016, CSP personnel have conducted a total of two muli-day saturation patrols. Following are the results of the operations: • Location – Statewide, and CO 50 and MP 433 • Number of CMV's Contacted -- 5,137 • Number of CMV Inspections Conducted -- 499 • Number of Driver Violations -- 339 • Number of OOS Driver Violations -- 56 • Number of Vehicle Violations -- 489 • Number of OOS Vehicle Violations -- 88 • Number of non-CMV's Contacted -- 14 • Number of non-CMV Citations issued -- 5

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
***All activities and outcomes reported in Activity 1 were conducted by personnel funded by the MCSAP Basic Grant.

Activity #2

Activity: Describe State-specific activity conducted from previous year's CVSP.
The state will develop and distribute a local directive to all Colorado State Patrol inspectors to ensure that all CMV's contacted by CSP or POE officers will be cleared through Query Central to verify OOS status. During FFY 2015, inspectors have received training in the use of C-VIEW and the system will eventually be made available to all certified inspectors within the state. It is anticipated that access to this system will increase the identification of those carriers contacted and labeled as imminent hazard and unsat.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate):
To increase the State of Colorado's "catch rate" for carriers operating in violation of an OOS order for Imminent Hazard and Unsat=Unfit from 27.27% to >=85% during FY 2016.

Actual: Insert year to date progress (#, %, etc., as appropriate):
From October 1, 2015 through March 31, 2016, the agency has conducted on-going training to ensure all CSP troopers receive guidance in the use of the CVIEW program. Included in the training is information related to the identification of OOS carriers and the proper enforcement actions related to this type of contact. The most current data available on out-of-service carriers receiving an inspection indicates the following: o September – November 2014 = 44% of the OOS carrier inspected were identified. o September – November 2015 = 100% of the OOS carrier inspected were identified. o Dec 2014 – Feb 2015 = 33% of the OOS carrier inspected were identified. o Dec 2015 – Feb 2016 = 77% of the OOS carrier inspected were identified.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
As indicated above, Colorado's "catch rate" for carriers operating in violation of an OOS order for Imminent Hazard and Unsat=Unfit was 27.27%. Current data received from FMCSA via MCMIS run date 05/20/16 for the previous 12 months, Colorado's current "catch rate" is 42.86%, which is an improvement of 15.59% in the number of carriers identified.

Activity #3

Activity: Describe State-specific activity conducted from previous year's CVSP.
Monitor the number and type of RDR's received to ensure that issues are adequately researched in a timely manner and communicated to the MCP&T Sergeant for inclusion in the training bulletin when applicable.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate):
The number and type of RDR's received and closed during each quarter, ensuring that all RDR's are resolvedto the satisfaction of all parties and that >=80% of all RDR's are closed within 0-9 days.

Actual: Insert year to date progress (#, %, etc., as appropriate):
From October 1, 2015 through December 31, 2015 the Colorado State Patrol received and resolved a total of 362 RDRs. Of the 362 RDRs received, 14 were related to a crash event and 347 were related to an inspection event. On average 35.8% of the RDRs received were closed with no data correction. The average length of time of an RDR from open to close for all events was 11.1 days. Approximately 46% of the requests were closed within 0-9 days and there were no reports open beyond 90+ days. From January 1, 2016 through March 31, 2016 the Colorado State Patrol received and resolved a total of 294 RDRs. Of the 294 RDRs received, 13 were related to a crash event and 281 were related to an inspection event. On average 33.2% of the RDRs received were closed with no data correction. The average length of time of an RDR from open to close for all events was 5.6 days. Approximately 76% of the requests were closed within 0-9 days and there were no reports open beyond 90+ days.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
The state experienced a change in the personnel that resolves DataQ RDR's in February 2016. This has been a positive change and the number of RDR's resolved within 0-9 days has greatly increased since the change. It is anticipated that this trend will continue.

Activity #4

Activity: Describe State-specific activity conducted from previous year's CVSP.
Distribution of a quarterly training bulletin that identifies and addresses issues related to the completion of CMV roadside inspections for all certified roadside CMV inspectors in the state of Colorado.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate):
The number of training bulletins developed for distribution and the topic of each training bulletin.

Actual: Insert year to date progress (#, %, etc., as appropriate):
From October 1, 2015 through March 31, 2016, three training bulletins were issued addressing the following: Bulletin 2015-5 Addressed the implementation of the Unified Carrier Registration System on December 12, 2015. Bulletin 2016-1 Addressed the exemption that pipeline welders receive as a result of the FAST legislation. Bulletin 2016-2 Addressed the release of carrier safety profile information.

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

Basic & Incentive CMV Safety Objectives

The CMV Safety Program Objectives part allows States to define their goals and objectives for this year's plan, address the national priorities contained in the Notice of Funding Availability (NOFA), and to identify any State-specfic objectives for any safety or performance problems identified by the State. The State must address problems it believes will help reduce the overall number of CMV crash related fatalities and injuries.

1 - Crash Reduction Goal

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 vehicle transportation. The State has flexibility in setting its goal. It can be based on raw numbers (e.g., total number of fatalities or crashes) or based on a rate (e.g., fatalities per 100 million VMT).

Problem Statement Narrative: Describe the identified problem including baseline data:

The most current data available from the Analysis and Information Website indicates that during CY 2015 there were a total of 1,694* fatal and non-fatal CMV crashes in the State of Colorado. The following top five crash causation factors** were identified: Inattentive to Driving (373), Exceeded Safe Speed (372), Lane Violations (245), Following too Closely (186), and Failed to yield R-O-W (128). Additionally, the majority of crashes related to these causation factors occurred in Denver, Adams, Weld, Jefferson and Arapahoe counties. Targeted enforcement efforts will be increased with a focus on the identified crash causation factors and counties, to change driving behaviors related to these crash causation factors and to reduce the number of reportable CMV crashes in the state.

Enter Data Source Capture Date:

Enter Data Source:

* Data Source FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/27/2016, including crash records through 01/31/2016. The data presented are subject to update as new or additional information may be reported to MCMIS following the snapshot date ** Data Source State Safetynet Database - June 2016

Enter Crash Reduction Goal

To reduce the total number of fatal and non-fatal crashes involving large trucks and buses, occurring in the State of Colorado by 2%, to 1,660, during CY 2017 as compared to CY 2015.

Identify each of the national program elements the State will utilize to meet the performance objective. The State will describe these activities in greater detail in the respective narrative sections of the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities.

Check all program elements that apply (minimum of 1):

☑ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**

☑ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**

☐ **Conduct Carrier Investigations (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**

☐ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**

☑ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: States must include activities related to this goal in the output estimates in the Commercial Vehicle Enforcement Activities part. However, States must also indicate in this objective the amount of effort (staff hours, FTE, inspections, traffic enforcement stops, etc.) that will be resourced directly for this purpose. For example, 3,000 of the 10,000 Level 1 inspections listed in the Commercial Vehicle Enforcement Activities Section 1 will be dedicated to this objective.

Conduct three (3) multi-day saturation patrols in high crash corridors/counties, focusing on the identified crash causation factors. Additionally, saturation patrols will place an emphasis on counties with active oilfield operations, as well as, non-CMV's operating around CMV's in addition to general CMV safety and compliance. All MCSAP troopers participate in the saturation patrols, dedicating an average of 20 hours per trooper to each event. The number and type of contacts varies widely during each event, dependent upon the focus area.

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

The number of multi-day operations conducted. The emphasis of the operation. The County where the saturation patrols occurred. The number of CMV's contacted during the saturation patrols. The number of CMV inspections conducted during the saturation patrols. The number and type of citations issued during the saturation patrols as related to the top five (5) crash causation factors. The number of driver violations. The number of OOS driver violations. The number of vehicle violations. The number of OOS vehicle violations. The number of non-CMV's contacted. The number of non-CMV citations issued.

2 - State Safety Data Quality and Information Systems Objective

Instructions:

In the tables below, indicate your State's rating or compliance level within each of the Safety Data and Information Systems categories.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O & M) costs associated with Safety Data Systems (SSDQ), Innovative Technology Deployment (ITD, previously known as CVISN) and the Performance and Registration Information Systems Management (PRISM).

1. *For SSDQ, if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).*
2. *For PRISM, O&M costs are eligible expenses subject to FMCSA approval.*
3. *For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP program requirements including achievement of at least Level 6 in PRISM, O & M costs are eligible expenses.*

Instructions will be provided within the Spending Plan Narrative section regarding documentation of these costs within the CVSP.

State Safety Data Quality: *Indicate your State's SSDQ rating and goal in the table below by utilizing the drop-down menus.*

SSDQ Category	Goal from FY 2016 CVSP	Current SSDQ Rating	Goal for FY 2017
Crash Record Completeness	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good
Crash Timeliness	Good	Fair	Good
Crash Accuracy	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good
Inspection Timeliness	Good	Good	Good
Inspection Accuracy	Good	Good	Good

Enter the date of the A&I Online data snapshot used for the "Current SSDQ Rating" column:
*Data snapshot date: May 27, 2016

Compliance table: Please verify the level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs, details must be in this section and in your Spending Plan. If 'no' is indicated in the verification column, please provide an explanation in the narrative box below.

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Core CVISN Compliant	Yes
PRISM	step 8	Yes
SSDQ	Good	No

Data Sources:

- FMCSA website ITD information
- FMCSA website PRISM information
- FMCSA website SSDQ information

As the result of staffing shortages experienced during CY 2016 and a change in the Department of Revenue's crash management system in August 2015, the state's crash timeliness measure fell from "good" to "fair" in March 2016. Based upon A&I data, as of the May 27, 2016 MCMIS run date, the state's crash timeliness measure is at 69% of records reported within 90 days as compared to 93% of records reported within 90 days in February 2016.

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. If your State's PRISM compliance is less than step 6, describe activities your State plans to implement to achieve full PRISM compliance.

During CY 2016 the Colorado State Patrol MCSAP and Motor Carrier Programs & Training Section(s) (MCPT) experienced several staffing changes. The employee responsible for the entry of reportable CMV crashes transferred to a new position, as such, due to the hiring process prescribed by the State of Colorado and the Colorado State Patrol, the position remained vacant for several months. During the hiring process, MCPT management allowed existing staff members to work overtime to input crash data, however, the OT staff required training before actual entry could occur. Due to the complex nature of crash data entry training and the continuous research needed when entering this data and the fact that only a few employees were eligible for the OT due to FLSA status, the state's crash timeliness measure dropped from good to fair.

In addition to staffing issues, it was discovered in March 2016 that the number of reportable CMV crashes received from the Colorado Department of Revenue (the state repository) had significantly decreased. After several meetings with DOR staff it was discovered that due to process changes within DOR in August 2015, reportable CMV crashes for several large agencies were not being forwarded to the Patrol for entry into Safetynet. As a result, hundreds of reports were identified, received, and entered, however, since the issue began in August 2015 but was not discovered until March 2016, hundreds of reports were entered beyond the required 90 day period.

As of March 2016, the section is fully staffed, additionally, protocols have been implemented after consultation with Department of Revenue to ensure that the Patrol receives all applicable CMV crash data in a timely manner.

These changes have improved the state's timeliness, however, due to the current algorithm utilized by FMCSA on the Analysis and Information website, the changes in timeliness are not immediately apparent. It is anticipated that the state's timeliness will change to a "Good" status within the next six (6) months.

Program Activities: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good" including measureable milestones. Also, describe any actions that will be taken to implement full PRISM compliance.

Complete training of new data entry staff members and continue monitoring crash data received from the Department of Revenue to ensure the Colorado State Patrol receives all crash data in a timely manner. Management and applicable staff members within the MCP&T section will monitor A&I regularly to ensure crash timeliness increases from fair to good (at least 90% of crash records entered within 90 days) by December 31, 2016.

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.
To improve the State of Colorado's crash timeliness measure from "fair" to "good" with at least 90% of reportable CMV crashes reported within 90 days as indicated on the FMCSA Analysis & Information website. The State will provide quarterly updates of

progress.

3 - Passenger Carrier Enforcement

Instructions:

We request that States conduct Enhanced Investigations for motor carriers of passengers and other high risk carriers. We also ask that States plan to allocate resources to participate in the Enhanced Investigations training being offered by FMCSA. Finally, we ask that States continue to partner with FMCSA in conducting Enhanced Investigations and inspections at carrier locations.

Check this box if:

☐ **As evidenced by the trend analysis data in Program Effectiveness Summary - Past Performance, State Motorcoach/Passenger Fatality Reduction Goals, the State has not identified a significant passenger transportation safety problem and therefore will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the FMCSRs pertaining to passenger transportation by CMVs in a manner consistent with the MCSAP Comprehensive Policy as described either below or in the Commercial Vehicle Enforcement Activities part. If this box is checked, no additional narrative is necessary.**

Problem Statement Narrative: Describe problem identified by performance data.

As reported by the Analysis and Information website*, there were a total of 169 fatal and non-fatal crashes involving buses occurring in the State of Colorado during CY 2015. While this is a signficant decrease in crashes as compared to CY 2014, a review of the state's Safetynet crash data during the same time period indicates that a significant number of reportable passenger carrier crashes involve carriers located within the counties of Denver, Arapahoe, and Adams. In sum, of the 169 bus crashes occurring during calendar year 2015, 115 or approximately 68% occurred within the counties of Denver, Arapahoe, and Jefferson**. The Colorado State Patrol will work with local law enforcement and members of the passenger carrier industry operating within these counties to educate both motorists and pedestrians of the proper safety precautions and driving behaviors that should be instituted in conjunction with passenger carrier vehicles.

*Data snapshot as of May 27, 2016
** State Safetynet database as of July 6, 2016

Performance Objective: Enter performance objectives including baseline data and performance goal.

To reduce the total number of passenger carrier crashes occurring within the State of Colorado during CY 2017 by 2% as compared to CY 2015. To reduce the total number of reportable passenger carrier crashes occurring within the counties of Denver, Arapahoe, and Adams, by 2% during CY 2017 as compared to CY 2015.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

☑ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**

☑ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**

☑ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**

☐ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**

☐ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: Additional information regarding how these activities will be implemented.

Personnel will conduct 150 inspections on motorcoach and passenger carriers during FFY 2017. Inspections will be performed in conjunction with team operations and special operations, such as, Quickstrike, and through regular inspection activities. Inspections will be performed with an emphasis on terminal and destination inspections and the identified counties when feasible. Personnel will conduct 15 CSA on-site comprehensive reviews on passenger carriers identified through the Safety Management System.

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

The number of motorcoach/passenger carrier inspections completed by CSP MCSAP inspectors. The number of team operations conducted. The number of driver violations. The number of OOS driver violations. The number of vehicle violations. The number of OOS vehicle violations.

The number of and results of CSA on-site comprehensive reviews conducted on passenger carriers. The number of total and acute/critical violations discovered. The number of enforcement actions taken as a result of reviews.

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4 - Enforcement of Federal Out-of-Service Orders during Roadside Activities

Instructions:

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

Check this box if:

☐ **As evidenced by the data provided by FMCSA, the State identifies at least 85% of carriers operating under a federal Out-of-Service (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. If this box is checked, no additional narrative is necessary..**

Enter your State's OOS Catch Rate percentage if below 85%:   43
Enter your State's OOS Catch Rate percentage if below 85%:
Enter your State's OOS Catch Rate percentage if below 85%:

Performance Objective: Enter performance objective(s).
To increase the State of Colorado's "catch rate" for carriers operating in violation of an OOS order for Imminent Hazard and Unsat=Unfit from 42.86% to >=85% during FY 2017.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

☐ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**

☐ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**

☐ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**

☑ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

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

The state will continue to require all Colorado State Patrol inspectors to clear vehicles through Query Central to verify OOS status. All inspectors have access to CVIEW and Aspen 3.0 enabling officers to double-check OOS status when conducting inspections. During FFY 2015 and FFY 2016, inspectors have received training in the use of C-VIEW and the system has been made available to all certified inspectors within the state. It is anticipated that the training that has occurred and increased access to this system will continue to positively affect the identification of those carriers contacted and labeled as imminent hazard and unsat.

There are issues with connectivity in remote areas of the state, and occasionally officers are unable to verify OOS status which will affect the percentage identified.

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.

Continued monitoring of OOS reports produced by FMCSA, all anomolies will be investigated and inspecting officers contacted when necessary. The number of officers contacted will be reported on quarterly reports. Additionally, current OOS identification rates will be reported quarterly.

5 - Hazardous Materials Transportation Safety

Instructions:

Describe the state's efforts to address hazardous materials transportation safety, if applicable. Select the box below indicating that data does not indicate a hazardous materials problem OR complete the problem statement, performance objective, Activity Plan and Performance Measure.

Check this box if:

☑ **As evidenced by the trend analysis data indicated in the Program Effectiveness Summary - Past Performance section 3, State Hazardous Materials Fatality Reduction Goals, the State has not identified a significant hazardous materials safety problem that warrants a specific state objective. As a result, the State will not establish a specific hazardous materials crash reduction goal. However, the State will continue to enforce the FMCSRs pertaining to hazardous materials transportation by CMVs in a manner consistent with its enforcement for all CMVs. If this box is checked, no additional narrative is necessary.**

6 - State-Identified Objective (Optional)

Instructions:

Describe any other identified State-specific objectives.

State Objective #1

Enter the title of your State-Identified Objective.
Inspection Data Collection & Consistency

Problem Statement Narrative: Describe problem identified by performance data.
Consistency and data quality during the inspection process are key issues in the State of Colorado.
While all inspectors receive MCS training and updates throughout the year, there are inconsistencies
during the inspection process due to individual inspector interpretation and discretion. Officer
discretion is encouraged, however, it is imperative for the state to provide on-going training and
monitoring to ensure that all inspectors are aware of programs goals and objectives; that they
accurately and completely document violations during roadside inspections; and that all officers have
access to, and correctly utilize the inspection selection process.

Performance Objective: Enter performance objectives including baseline data and goal.
To identify potential data collection and consistency issues through the review of RDR's within the
DataQ's system and the monitoring and examination of CMV inspection reports; and to provide training
and education to inspectors when issues are identified. From October 1, 2015 through June 30, 2016,
on average a total of 70% of RDR's received were closed within 0-9 days.

***To meet this goal, the State intends to conduct activities under the following strategies and will describe
these activities in greater detail in the respective sections in the CMV Safety Program Objective and
Commercial Vehicle Enforcement Activities parts.***

Check all program elements that apply (minimum of 1):

☐ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle
Enforcement Activities section 1)**

☐ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle
Enforcement Activities section 2)**

☐ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle
Enforcement Activities section 3)**

☑ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle
Enforcement Activities section 4)**

☑ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program
Objectives section 2)**

***Program Activities: Describe the activities that will be implemented including level of effort, if not described
in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).***
Distribution of a quarterly training bulletin that identifies and addresses issues related to the
completion of CMV roadside inspections for all certified roadside CMV inspectors in the state of
Colorado. Monitor the number and type of RDR's received to ensure that issues are adequately
researched in a timely manner and communicated to the MCP&T Sergeant for inclusion in the training
bulletin when applicable.

***Performance Measurements and Monitoring: Describe all performance measures and how the State will
conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.***
The number of training bulletins developed for distribution and the topic of each training bulletin. The
number and type of RDR's received and closed during each quarter, ensuring that all RDR's are
resolvedto the satisfaction of all parties and that >=80% of all RDR's are closed within 0-9 days.

Basic & Incentive Enforcement Activities

The Commercial Vehicle Enforcement Activities part allows the States to provide specfic targets for their inspection, traffic enforcement, carrier investigation, and outreach and education goals.The State will use this section to describe the specific national program element activities (per 49 CFR 350.109) that it will use to meet the goals. In completing this section, the State need not repeat the broad program objectives or performance measurements established in the previous goals section of the plan.

*Note: The State can access detailed counts of its core MCSAP performance measures, such as roadside inspections, traffic enforcement activity, review activity, and data quality by quarter for the current and past two fiscal years using the **State Quarterly Report and CVSP Data Dashboard** 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 (user id and password required).*

1 - Driver/Vehicle Inspection Program - Overview and Performance Goals

Instructions for Overview:
Describe components of the State's general Roadside and Fixed-Facility Inspection Program that are not already detailed as part of a specific program goal. 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 narrative description of the State's overall inspection program including a description of how the State will monitor its program to ensure effectiveness and consistency.

Colorado's roadside program is multifaceted in that it incorporates fixed and mobile sites in conjunction with patrolling. The Colorado State Patrol has a policy that all uniformed officers (Troopers and Port of Entry Officers) must be Level III certified upon completion of their training at the Academy. The Patrol currently has 372 Level III certified officers. As part of the Patrol's mentorship and professional development initiatives, MCSAP hosts two Level I North America Standard (NAS) schools each year. These schools are available to all uniformed officers and each Troop Commander / District Supervisor is encouraged to send those officers who meet all minimum requirements. The Patrol currently has 197 certified Level I inspectors. Additionally, there are 39 certified Level II inspectors and 2 certified Level V inspectors, for a total of 610 certified inspectors within the Colorado State Patrol. Through a Memorandum of Understanding (MOU) Agreement, the Patrol currently has 49 local agencies with active, certified commercial vehicle (CMV) inspectors. These inspectors work with Motor Carrier Safety Assistance Program (MCSAP) Troopers and POE offices to enhance the state's CMV safety program. Each of these officers receive their initial and all refresher training from the Patrol. This is to ensure all CMV inspections conducted are consistent and uniform. There are currently 187 local inspectors the majority of which are Level III certified. MCSAP currently has 23 troopers assigned to different areas of the State. Assigned areas are determined by CMV crash occurrence and commercial vehicle traffic flow. When a position becomes available due to a vacancy, MCSAP leadership conducts an extensive assessment of the area. A determination is then made as whether the position will remain in the current locale or moved to another area with a greater need or an increase in unsafe driving or CMV involved crashes. All MCSAP and Port of Entry (POE) officers utilized both fixed and mobile sites when conducting inspections. POE officers station their mobile sites in areas with a high percentage of CMV involved crashes (data from State Safety Net). The MCSAP trooper utilizes this same method when setting up mobile sites and when patrolling. Each officer begins their shift with a review of the crash data for their area of responsibility. This information is then utilized to determine if either a mobile setup or for the MCSAP Trooper if routine patrolling will be the most effective in addressing CMV safety. Through the use of these multifaceted techniques, CSP officers ensure enforcement action is initiated in "problem" areas.

Instructions for Peformance Goals:

*Please complete the following tables indicating the number of inspections that the State anticipates conducting during Fiscal year 2017. Please enter inspection goals by agency type (separate tabs are used for the Lead Agency and Funded agencies). **You are required to complete/review information on the first 3 tabs (as applicable). The "Summary" tab is totaled by the eCVSP system.**.*

Note: States are strongly encouraged to conduct at least 33% Level 3 inspections of the total inspections conducted. If the State chooses to do less than 33% Level 3 inspections, it will be required to provide an explanation in the Summary tab.

Lead Agency

Lead Agency is: COLORADO STATE PATROL

Enter the total number of certified officers in the Lead agency: 610

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				
	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	9557	722	0	10279	22.35%
Level 2	4150	1055	0	5205	11.32%
Level 3	30215	0	0	30215	65.68%
Level 4	0	0	0	0	0.00%
Level 5	301	0	0	301	0.65%
Level 6	0	0	0	0	0.00%
Sub-Total Lead Agency	**44223**	**1777**	**0**	**46000**	

Funded Agencies

Complete the following information for each MCSAP Basic funded agency, other than the lead agency in your State. A separate table must be created for each funded agency. Click 'Save" after each table entry.

Enter the name of the Funded Agency: COLORADO STATE PATROL

Enter the total number of certified officers in this funded agency: 22

FY 2017 Driver/Vehicle Inspection Goals					
Estimated Performance Goal					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	2325	100	25	2450	28.16%
Level 2	1805	195	0	2000	22.99%
Level 3	3750	0	0	3750	43.10%
Level 4	175	0	0	175	2.01%
Level 5	36	0	264	300	3.45%
Level 6	0	25	0	25	0.29%
Sub-Total Funded Agencies	**8091**	**320**	**289**	**8700**	

Non-Funded Agencies

Enter the number of non-funded agencies:	49
Enter the total number of non-funded certified officers:	187

Summary

<table>
<tr><td colspan="6" align="center">**Total FY 2017 Driver/Vehicle Inspection Goals**
For Lead, Funded and Non-Funded Agencies</td></tr>
<tr><td colspan="6">**MCSAP Lead Agency: COLORADO STATE PATROL**
 # certified officers: 610</td></tr>
<tr><td colspan="6">**Funded Agencies: COLORADO STATE PATROL**
 # certified officers: 22</td></tr>
<tr><td colspan="6">**Number of Non-Funded Agencies: 49**
 # certified officers: 187</td></tr>
<tr><td></td><td colspan="4" align="center">**Estimated Performance Goal**</td><td></td></tr>
<tr><td>Inspection Level</td><td>Non-Hazmat</td><td>Hazmat</td><td>Passenger</td><td>Total</td><td>Percentage by Level</td></tr>
<tr><td>Level 1</td><td>11882</td><td>822</td><td>25</td><td>12729</td><td>23.27%</td></tr>
<tr><td>Level 2</td><td>5955</td><td>1250</td><td>0</td><td>7205</td><td>13.17%</td></tr>
<tr><td>Level 3</td><td>33965</td><td>0</td><td>0</td><td>33965</td><td>62.09%</td></tr>
<tr><td>Level 4</td><td>175</td><td>0</td><td>0</td><td>175</td><td>0.32%</td></tr>
<tr><td>Level 5</td><td>337</td><td>0</td><td>264</td><td>601</td><td>1.10%</td></tr>
<tr><td>Level 6</td><td>0</td><td>25</td><td>0</td><td>25</td><td>0.05%</td></tr>
<tr><td>**Total ALL Agencies**</td><td>**52314**</td><td>**2097**</td><td>**289**</td><td>**54700**</td><td></td></tr>
</table>

2 - Traffic Enforcement

Instructions:

Describe the State's level of effort (number of personnel/FTE) it proposes to use for implementation of 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 (i.e., 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 conduct commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State will conduct these activities in accordance with the MCSAP Comprehensive Policy.

To be eligible for reimbursement of traffic enforcement activities, the FAST Act requires that Colorado maintain 95% of the State's average 2004/2005 activity levels, which is 63,397 activities. The state currently cannot meet these levels as the program has dramatically changed over the last 12 years. During 2004 and 2005 (and prior years), Colorado's program was vastly different. In 2004 and 2005 the MCSAP grant funded personnel from the Colorado State Patrol (CSP), which is a part of the Department of Public Safety, and the grant also funded 8 full-time inspectors from the Port of Entry (POE), which at the time was a part of the Colorado Department of Revenue. Grant funded personnel within the Colorado State Patrol performed inspections, compliance reviews and new entrant safety audits, while the personnel funded from the Port of Entry conducted inspections only. During FY 2005 State Patrol officers funded by the MCSAP grant conducted 5,157 inspections, 227 compliance reviews and 393 safety audits, in addition to CMV education and traffic enforcement activities. In contrast, the POE officers funded by the MCSAP grant conducted 10,979 inspections. It should be noted that all CSP field officers are required to conduct 32 inspections per year to fulfill match and MOE requirements. The total number of inspections conducted by all officers within the State Patrol and Port of Entry during FY 2005 was 61,456 per state Safetynet Data. Approximately 50% of the total inspections were conducted by the POE.

The structure of Colorado's MCSAP program was modified in August of 2010, as a result of legislative change, when the Port of Entry lost their ability to conduct inspections. As a result of this change, the POE did not receive MCSAP funding, and more importantly the program lost the approximately 30,727 inspections the agency conducted, which included inspections conducted by both MCSAP funded and non-MCSAP funded POE officers. As a result of the change in funding the State Patrol MCSAP did add several additional officers, however, due to the large pay discrepancies between a State Patrol Trooper and a Port of Entry Officer, the section was not able to add officers on a 1 to 1 basis. Additionally, due to the increase in program requirements, the Colorado State Patrol established a training section, staffed by three uniformed officers and one Sergeant. While these officers are required to maintain minimum inspection and CR certification, their primary responsibility is to provide CMV-MCSAP training to all CMV inspectors and investigators throughout the State of Colorado.

Available Safetynet data indicates that before the legislative change in 2010, Colorado uploaded on average 59,524 inspections per year. After the POE lost the ability to conduct inspections, the average number of inspections uploaded dropped to 33,625, an average loss of 25,899 inspections per year. As indicated by FMCSA, the state is approximately 21,720 "activities" short of the 2004/2005 requirement. Based upon the data provided it is apparent that this difference was a direct result of the legislative change in 2010.

On July 1, 2012, with the passage of HB 12-1019, the Port of Entry was transferred from the Colorado Department of Revenue to the Colorado Department of Public Safety, Colorado State Patrol. While the transfer was primarily made to increase the state's operational efficiencies through a programmatic consolidation, POE officers did not immediately regain the ability to conduct inspections. This change has been a gradual process, as it required training and certifying POE inspectors to conduct inspections. Additionally, the 8 dedicated full-time POE inspectors were not reinstated and there are currently a fewer number of POE officers conducting inspections overall as well. With the transfer, responsibilities have changed for POE officers and they are not capable, at this time, of producing the number of inspections they had in 2004/2005. Additionally, the POE is historically understaffed due to the lengthy hiring and training process personnel are now required to undergo after transfer to a law enforcement entity.

The MCSAP program has evolved since 2004/2005 and as a result the CR process is much more time consuming than it was. A dramatic increase in pay for all CSP officers over the last 12 years, as mandated by state law, has also inhibited the ability of the program to expand, as MCSAP has not received an increase commensurate with pay increases. Increasingly, MCSAP officers are required to do more with less, which overall affects the outputs of the program in conjunction with the change that occurred in 2010.

A & I data indicates that during FY 2015, as a whole, inspectors within the state conducted 50,444 inspections and CSP MCSAP funded officers conducted 496 new entrant safety audits, and 203 compliance reviews. Of the 50,444 inspections completed, 5,355 were conducted by CSP MCSAP funded officers. The FAST Act requires that the state conduct 63,397 total activities to be eligible for reimbursement of traffic enforcement activities, based upon currently available FY 2015 data, the state completed a total of 51,143 activities, approximately, 12,953 activities short of this requirement.

The Colorado MCSAP program has developed a plan to mitigate the shortfall. Currently all MCSAP funded officers conduct CR's, inspections and new entrant safety audits, in addition to traffic enforcement and education activities. To ensure that the state maintain the integrity of the program, through quality inspections and thorough investigations the following changes will be made. Effective immediately, officers will be divided into an inspection team and a compliance review team. Six officers will be assigned to the compliance review team with the expectation that they will complete approximately 200 inspections each, as well as, 149 compliance reviews total. An additional 15 officers will be assigned to the inspection team, with the expectation that they will complete approximately 500 inspections per officer, as well as, the minimum number of CR's needed to maintain certification. The inspection team will conduct new entrant safety audits as assigned and the CR team will conduct all perform all educational safety talks. Implementation of this plan will result in an approximate 58% increase in the number of inspections completed by MCSAP funded officers as compared to FY 2015. Additionally, in cooperation with the leadership in the Port of Entry, there will be an increase in the number of POE officers who receive training and therefore have the ability to conduct Level III inspections, resulting in an increase in the number of inspections completed by the Port of Entry. It is anticipated, that the change to offsite safety audits once training for all officer is completed, will reduce the amount of time it takes to complete a safety audit, therefore resulting in an increase in other activities as well.

After adjusting inspection numbers to reflect actual numbers completed, (based upon A&I data), the anticipated increase in inspections by MCSAP funded officers, increasing the number of officers conducting Level III inspections within the POE, and adjusting the compliance review numbers to reflect program changes, it is anticipated that the total number of anticipated activities for FY 2017 is 55,349.

The Colorado State Patrol MCSAP unit (23 Troopers and 4 Sergeants) will implement a TACT like traffic enforcement model. Five primary violations from both CMV's and non-CMV's will be targeted. These violations include; Lane Violations, Following Too Closely, Exceeded Safe Speed / Speeding, Failed to Yield Right of Way, and Improper Passing. Additionally, 20% or at least 1,000, of the inspections conducted by MCSAP funded officers will be as the result of a proactive traffic contact. To support the crash reduction goal, data has been analyzed to determine the busiest hours of the day and days of the week. Each Officer's schedule have or will be modified to concur with these times in support of the Traffic Enforcement goals. In conjunction with the changed schedule times, Colorado State Patrol MCSAP wide effort will include five different "Surge Events." During these events, MCSAP Troopers will partner with local HAZMAT Troopers and Port of Entry staff to help in the Traffic Enforcement arena.

Please indicate using the radio buttons the Traffic Enforcement Activities the State intends to conduct in FY 2017 in the table below.

Yes	No	Traffic Enforcement Activities	Enter the Goals (Number of Stops, not Tickets or Warnings; these goals are NOT intended to set a quota.)
●	○	CMV with Inspection	1000
●	○	CMV without Inspection	100
●	○	Non-CMV	275
●	○	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	825

Describe components of the State's traffic enforcement efforts that are not already detailed as part of a specific program goal including a description of how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

The MCSAP section officer will continue to utilize intelligence led policing methods including the analyzation of data trends. During FFY 2017 targeted focus will remain in the Weld County region, which includes the counties of Weld, Larimer, Morgan, and Adams. As previously stated MCSAP officers will focus on the Weld County region and its oilfield operations through targeted enforcement and there will also be targeted high visibility enforcement on the I-70 corridor specific to the locations between Golden and Gypsum Colorado.

3 - Carrier Investigations

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 and FTE assigned to this effort.

Performance Objective: Enter performance objective(s) including the number of Interventions/Investigations from the previous year and the goal for FY 2017

The state's objective for FFY 2016 was to conduct a total of 180 total interventions/investigations. Through March 31, 2016, the state has conducted a total of 101 interventions/investigations. Due to the enhanced investigations procedures implemented and the inability to conduct off-site reviews related to Part 396, the objective for FY 2017 may fluctuate, but it anticipated that personnel will conduct 175 total interventions/investigations.

Program Activities: Describe components of the State's carrier investigation efforts that are not already detailed as part of a specific program goal. Include the number of personnel/FTE participating in this activity.

The State of Colorado currently has 23 personnel assigned to complete/conduct interventions/investigations. Colorado was also one of the CSA 100% states, thus we have been conducting off-site CR's since implementation, to include off-site CSP's. Additionally, we do verify serious violations on assigned reviews and we currently utilize Capri when conducting CR's.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress towards the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program (not just outputs).

Reviews are assigned as the result of complaints received, CSA scores, roadside inspections and carriers involved in fatal crashes. The intervention/investigation manager assigns all interventions/investigations and closely monitors the number of investigations and completeness of each investigation on a monthly basis. The manager also provides information related to the number and type of interventions/investigations conducted for the quarterly report that is submitted to FMCSA.

Note: The Carrier Investigation Goals table is designed to collect State projections for the number of investigation activities estimated for FY 2017. The State may still conduct traditional motor carrier safety compliance reviews of intrastate motor carriers. Therefore, the CVSP may contain projections for both CSA investigations and compliance reviews of intrastate carriers.

Complete the table below indicating the number of investigations that the State anticipates conducting during this Fiscal Year. Note: if your State does not conduct reviews/investigations, you are not required to complete this table.

☐   *Our State does not conduct reviews/investigations.*

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	**Interstate Goals**	**Intrastate Goals**
Rated and Non-rated Reviews (Excludes CSA & SCRs)		
Non-HM Cargo	████	
Passenger	████	
HM	████	
Rated and Non-rated Reviews (Excludes CSA & SCRs) Total	**0**	**0**
CSA Off-Site Investigations		
Non-HM Cargo CSA Off-Site	28	17
Passenger CSA Off-Site	0	0
HM CSA Off-Site	2	0
CSA Off-Site Investigations Sub-total	**30**	**17**
CSA On-Site Focused Investigations		
Non-HM Cargo CSA On-Site Focused	27	15
Passenger CSA On-Site Focused	0	0
HM CSA On-Site Focused	0	0
CSA On-Site Focused Investigations Sub-total	**27**	**15**
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive	28	22
Passenger CSA On-Site Comprehensive	2	2
HM CSA On-Site Comprehensive	2	2
CSA On-Site Comprehensive Sub-total	**32**	**26**
CSA Investigations (all Types) Total	**89**	**58**
HM-Related Review Types		
Security Contact Reviews (SCRs)	2	0
Cargo Tank Facility Reviews	0	0
Shipper Reviews	0	0
HM-Related Review Types Total	**2**	**0**
ALL REVIEW TYPES GRAND TOTAL	**91**	**58**

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

4 - Public Education & Awareness

Instructions:

A public education and awareness program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMVs which operate around large trucks and buses. Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safely initiatives. Include the number of FTE that will be participating in this effort.

Note: the number of specific activities accomplished should be reported in each quarterly performance progress report (SF-PPR).

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.:
To provide commercial vehicle educational materials and safety presentations to the public to promote highway safety and to reduce the number of reportable commercial vehicle involved crashes by 2% as compared to calendar year 2015. The uniformed officers and sergeants assigned to the MCSAP and MCPT sections conduct public education and awareness activities. To provide commercial vehicle enforcement training and guidance to Colorado law enforcement agencies and the citizens of Colorado.

In the table below, indicate if the State intends to conduct the listed program activities and the estimated number.

Yes	No	Public Education and Awareness Activities	Goals
●	○	Carrier Safety Talks	180
●	○	CMV Safety Belt Education and Outreach	4
●	○	State Trucking Association Meetings	20
●	○	State-sponsored outreach events	4
●	○	Local educational safety events	4
●	○	Teen safety events	2

Program Activities: Describe components of the State's public education and awareness efforts that it intends to perform.
Personnel will provide educational CMV safety information to members of the CMV industry and the public to ensure that adequate safety precautions are recognized and placed into practice before, during, and after the operation of a CMV, to include non-CMV's and pedestrians operating around a CMV. Outreach activities are varied, some events are conducted at large scale venues, such as the Budweiser Events Center, while others are completed at the carrier's principal place of business, or hotel conference rooms and insurance offices. Additionally, officers conduct safety talks at the Colorado Motor Carriers Association offices in Denver and Grand Junction. In addition to specific topics, officers address distracted driving, impaired driving, seatbelt usage, and driving behavior which has shown to lead to CMV involved crashes when conducting safety talks. Teen safety events are conducted during school events targeting new drivers and how they interact in and around CMV traffic. Additionally, talks target elementary and school age children, as it is believed that children can impact and advocate safe driving behavior for adults driving around CMV's. Personnel within the MCSAP section will develop and implement a unified carrier outreach program which will include detailed information related to compliance with the FMCSR's and applicable state statute.

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 Performance Progress Report (SF-PPR):
Colorado State Patrol personnel will continue to promote safe commercial vehicle driving behaviors through educational safety presentations. As a result, the number and type of safety presentations will be reported to FMCSA on the SF-PPR each quarter as required.

Additionally personnel via the MCSAP section website, will distribute a power point presentation detailing compliance information related to the FMCSR's and applicable state statute. Training including the power point data will be conducted for identified carriers on a quarterly basis and results will be included in the quarterly report submitted to FMCSA.

Spending Plan

B&I Spending Plan

What is a Spending Plan?

The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.

What does a Spending Plan do?

A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.

The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.

The spending plan serves a number of critical functions:

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

1 - Spending Plan: Personnel

What different types of costs do I need to put in my Spending Plan?

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are <u>not</u> automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned <u>Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections</u>.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Identify the method of accounting used by the State: ◯ Cash   ◉ Accrual

Allowable amount for Overtime (15% of total award amount without justification): $832,089.00

Personnel Spending Plan Narrative							
Salary Information							
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Uniformed Officers	16	88.75	2080	$45.73	$1,350,681.28	$1,350,681.28	$0.00	$0.00
Civilian	5	100	2080	$23.10	$240,240.00	$240,240.00	$0.00	$0.00
MCSAP Captain	1	100	2080	$56.50	$117,520.00	$117,520.00	$0.00	$0.00
MCPT Captain	1	50	2080	$56.50	$58,760.00	$0.00	$0.00	$58,760.00
MCSAP Sergeant	3	100	2080	$50.00	$312,000.00	$208,000.00	$0.00	$104,000.00
MCSAP Sergeant	1	75	2080	$50.00	$78,000.00	$78,000.00	$0.00	$0.00
Uniformed Officers	7	100	2080	$45.73	$665,828.80	$0.00	$574,377.00	$91,451.80
State Funded Inspections - Level I	3000	75	1	$42.14	$94,815.00	$0.00	$0.00	$94,815.00
State Funded Inspections - Level II-V	17000	75	1	$42.14	$537,285.00	$0.00	$0.00	$537,285.00
**New MCSAP officers	3	100	2080	$45.73	$285,355.20	$285,355.20	$0.00	$0.00
Sub-Total Salary					**$3,740,485.28**	**$2,279,796.48**	**$574,377.00**	**$886,311.80**
Overtime Information							
Overtime	23	100	72	$68.60	$113,601.60	$113,601.60	$0.00	$0.00
Sub-Total Overtime					**$113,601.60**	**$113,601.60**	**$0.00**	**$0.00**
TOTAL PERSONNEL					**$3,854,086.88**	**$2,393,398.08**	**$574,377.00**	**$886,311.80**

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

Calculations are based on current salary derived directly from the state payroll system. There will be an average 7% increase in salaries for all uniformed employees effective July 1, 2016. As previously indicated, there are 2 Captains, 23 uniformed officers, 4 Sergeants, and 5 civilian staff assigned to the MCSAP and MCPT sections. Personnel are funded by the MCSAP grant at varying percentages based upon cost eligibility for the duties, ie New Entrant, CR's, inspections, etc, performed throughout the year. Employees input time into the Patrol's time management system utilizing a specific function code for each grant program. If needed, salaries are adjusted the following month based upon the percentage of time dedicated to each function code/grant program. The grant managers in the section keep a record of time worked by function code, as well as, paper copies for backup documentation. All of the uniformed officers in the section conduct inspections, compliance reviews, and public outreach and education duties. Additionally, several officers are responsible for coordinating and implementing MCSAP related training for all certified inspectors/officers within the State of Colorado. Officers not funded by HUTF (state match) also conduct NE Safety Audits and salaries are adjusted accordingly as previously explained.

**The MCSAP section is in the process of preparing a proposal for presentation to the Chief of the Colorado State Patrol, requesting three additional grant funded officers be added to the section. If approved the total number of non-supervisory officers would be increased to 26. The hiring/transfer process is lengthy and it is unknow at this time, if the proposal is approved, when the officers would begin work in the section. These officers are included in the budget at this time for planning purposes. Since FFY 2017 MCSAP funding will most likely not be received until April of 2017, it is anticipated that these officers, if the request is approved, will be hired prior to start of expenditure of the FFY 2017 grant.

Anticipated OT costs have been allocated to fund MCSAP eligible activities when necessary. This may include team operations, compliance reviews, data entry tasks, etc. Civilian personnel funded by the MCSAP grant perform various tasks to support the MCSAP program, including grant management, financial management, data entry, customer service, ASPEN and related computer support, etc. Salaries vary for each position depending on title and time in class.

To satisfy MOE requirements, all Colorado State Patrol uniformed personnel are required to perform 32 inspections per year. These time spent conducting these inspections, is paid 100% by State HUTF funds. It is estimated that these officers will conduct ***at least*** 3,000 Level I inspections (45 minutes per inspection) and 17,000 Level II-V (30 minutes per inspection) inspections at an average hourly rate of $42.14. The following calculation was used for the MOE Expenditures.

Level 1 - 3000 inspections x $42.14 x 45 minutes (average time per inspection) = $94,815.00
Level II-V - 17000 inspections x $42.14 x 30 minutes = $537,285.00

2 - Spending Plan: Fringe Benefits

Fringe costs are benefits paid to your 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, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide 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 costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the 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, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. 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 Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Uniformed Officers	36	$1,350,681.00	$486,245.16	$486,245.16	$0.00	$0.00
Civilian	37	$240,240.00	$88,888.80	$88,888.80	$0.00	$0.00
MCSAP Captain	36	$117,520.00	$42,307.20	$42,307.20	$0.00	$0.00
MCPT Captain	36	$58,760.00	$21,153.60	$0.00	$18,013.56	$3,140.04
MCSAP Sergeant	37	$312,000.00	$115,440.00	$76,960.00	$0.00	$38,480.00
MCSAP Sergeant	37	$78,000.00	$28,860.00	$28,860.00	$0.00	$0.00
Uniformed Officers	36	$665,829.00	$239,698.44	$0.00	$239,698.44	$0.00
State Funded Inspections - Level I	36	$94,815.00	$34,133.40	$0.00	$0.00	$34,133.40
State Funded Inspections - Level II-V	36	$537,285.00	$193,422.60	$0.00	$0.00	$193,422.60
**New MCSAP officers	36	$285,355.00	$102,727.80	$102,727.80	$0.00	$0.00
Sub-Total Fringe Benefits			**$1,352,877.00**	**$825,988.96**	**$257,712.00**	**$269,176.04**

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

Fringe benefits are **variable** as they are based upon the salary, class, and position of each individual employee within the State of Colorado. Fringe benefits are pre-determined based upon individual class and position, are required by State Law and can and do change annually based upon legislative recommendations.

Following is the current breakdown of fringe benefits for retirement, short-term disability, and medicare. Payment of medical, dental, and life insurance benefits will depend on the individual employee selections and these amounts generally increase on an annual basis at the beginning of the new State

Fiscal Year based upon recommendations from the Governor and State Legislature.

RETIREMENT		**STD**	**MEDICARE**
Uniformed	19.25%	0.190%	1.45%
Civilian	16.55%	0.190%	1.45%

UNIFORM ALLOWANCE   **MEDICAL & DENTAL**
$100

3 - Spending Plan: Travel

Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Mileage	5		$500.00	$500.00	$0.00	$0.00
Routine MCSAP Related In-State Travel	31		$25,000.00	$25,000.00	$0.00	$0.00
National Grants Management Workshop	2	5	$3,750.00	$3,750.00	$0.00	$0.00
FMCSA IT Workshop (when applicable)	2	4	$3,750.00	$3,750.00	$0.00	$0.00
Challenge Competition	1	5	$1,875.00	$1,875.00	$0.00	$0.00
CVSA Spring Conference	2	5	$3,750.00	$3,750.00	$0.00	$0.00
CVSA Fall Conference	2	5	$3,750.00	$3,750.00	$0.00	$0.00
Electronic Logging Device Training	23		$5,000.00	$5,000.00	$0.00	$0.00
Sub-Total Travel			**$47,375.00**	**$47,375.00**	**$0.00**	**$0.00**

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

Routine MCSAP-Related Travel

In-state travel is necessary to enable the Colorado State Patrol to provide adequate coverage within the State of Colorado. In order to provide coverage to the entire State in a cost efficient manner, a number of overnight stays are necessary. Travel is necessary, at times, to perform compliance reviews, saturation patrols and team operations in high crash corridors within the State. Reimbursement is based upon the current per diem rates and current state fiscal rules in regards to in and out times and the number of miles traveled. Following are the Per Diem Rates for the State of Colorado effective October 1, 2015:

	Total Per Diem	Breakfast	Lunch	Dinner	Incidental
Standard Rate	$51.00	$11.00	$12.00	$23.00	$5.00
High Cost Rates	$54.00	$12.00	$13.00	$24.00	$5.00
	$59.00	$13.00	$15.00	$26.00	$5.00
	$64.00	$15.00	$16.00	$28.00	$5.00
	$69.00	$16.00	$17.00	$31.00	$5.00
	$74.00	$17.00	$18.00	$34.00	$5.00

Mileage

Mileage reimbursement is approved for staff that do not have an assigned state vehicle or access to a state vehicle. Travel to meetings and required alternate work locations are examples of reimbursable mileage, however, state policy determines mileage reimbursement. Current mileage reimbursement rate is established by Colorado Revised Statute (CRS) 24-9-104(2), and was effective January 1, 2016.

	Cents Per Mile	
	Effective	*Effective*

	1/1/2015	*1/1/2016*
IRS Rate	57.5	54
State of Colorado		
2WD	52	49
4WD	55	51

4 - Spending Plan: Equipment

Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of $5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of $5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below $5,000, check the box and provide the amount of your equipment threshold.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing $20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as $10,000. A State can provide a more detailed explanation in the narrative section.

Indicate if your State's equipment threshold is below $5,000: ○ Yes ◉ No
If threshold is below $5,000, enter threshold level:

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Equipment			$0.00	$0.00	$0.00	$0.00

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

5 - Spending Plan: Supplies

Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing $200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as $100. A State can provide a more detailed explanation in the narrative section.

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
ADP Expense	1	Year	$5,000.00	$5,000.00	$5,000.00	$0.00	$0.00
Computers/Laptops	8	Computer/Laptop	$4,000.00	$32,000.00	$32,000.00	$0.00	$0.00
Inspection/Police Supplies	1	Year	$20,000.00	$20,000.00	$20,000.00	$0.00	$0.00
Uniform Supplies	1	Year	$19,000.00	$19,000.00	$19,000.00	$0.00	$0.00
Office Supplies	1	Year	$29,718.13	$29,718.13	$29,718.13	$0.00	$0.00
Sub-Total Supplies				**$105,718.13**	**$105,718.13**	**$0.00**	**$0.00**

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

Office Supplies

Includes items that are necessary for the day to day operations of the MCSAP and MCPT office. Includes, but is not limited to, pens, pencils, staples, paper, paper clips, chairs, filing supplies, filing cabinets, and all other miscellaneous office supplies. This total also includes copy machine costs. Office supplies are divided between the New Entrant and MCSAP Basic grant based upon the percentage of time each officer dedicates to each grant's activities. These percentages are derived from the State Patrol's Time Management Tracking System by the function code dedicated to each grant's activities.

Uniform and Other Related Supplies

Costs include uniforms to be worn by personnel dedicated 100% to MCSAP. If officers performs duties that relate to both MCSAP and the NE grant, costs are prorated accordingly, utilizing the process described above. Costs includes replacement or purchase of any required or approved part of the uniform authorized to be worn while on duty. Includes, but is not limited to, collar brass, badges, patches, shoes, leather gear, etc.

Computers

Purchase of computers/laptops and related equipment for use by MCSAP personnel to conduct MCSAP related activities

Inspection/Police Supplies

Costs includes all necessary equipment required to perform inspections, including but not limited to chalks, creepers, tire gauges, etc. Additionally, costs included in this category include those operational supplies used in the performance of the duties of a peace officer, including but not limited to, ammunition, flashlights, batteries, evidence kits, accident investigation supplies, ticket books, clipboards,cameras, video equipment, first aid supplies, fusees, etc.

Automated Data Processing Supplies

Costs include but are not limited to repair costs for existing equipment, costs to upgrade computer hardware, printer cartridges and ink, and miscellaneous data processing supplies such as cables, printers, back up drives, etc.

Reproduction and Printing Expenses

Includes artwork and reproduction costs associated with updating and providing copies of Driver/Vehicle inspection reports; and costs to develop and print educational and informational materials to be distributed to the motoring public and CMV industry. Printing costs are estimated based on previous year's expenditures and vary depending on the type of document printed, the number of pages, whether the document is in color or black and white, type of binding if applicable, number of copies needed, etc. All printing is completed through the state print shop, Integrated Document Services (IDS). It is mandatory that all agencies within the state use IDS unless a specific service is unavailable, at which time, the agency would request a waiver to have items sent to a commercial vendor for printing.

6 - Spending Plan: Contractual

Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.

Contract means 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.

Subaward means 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. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Vehicle Lease	$246,142.00	$246,142.00	$0.00	$0.00
Reproduction/Printing	$7,500.00	$7,500.00	$0.00	$0.00
Sub-Total Contractual	**$253,642.00**	**$253,642.00**	**$0.00**	**$0.00**

Enter detailed explanation of how you came up with the contractual costs:

Vehicle Lease

Lease costs as determined by the State of Colorado Fleet Management Unit, as well as, mileage and usage charges, pre-determined by State of Colorado Fleet Management to fund gasoline, repair, and maintenance for vehicles. Costs for each vehicle are dependent upon, year, make and model of each vehcile, as well as vehicle usage. Costs included in the proposal are an annual average of total costs since cost per individual vehicle will vary. Vehicles funded by the MCSAP Basic Grant are 100% dedicated to MCSAP activities and any non-eligible activities are incidental to routine law enforcement actions.

Item	# of Vehicles	Cost Per Item	Total Cost
Vehicles	26	$9,467.00	$246,142.00

Reproduction and Printing Expenses

Includes artwork and reproduction costs associated with updating and providing copies of Driver/Vehicle inspection reports; and costs to develop and print educational and informational materials to be distributed to the motoring public and CMV industry. Printing costs are estimated based on previous year's expenditures and vary depending on the type of document printed, the number of pages, whether the document is in color or black and white, type of binding if applicable, number of copies needed, etc. All printing is completed through the state print shop, Integrated Document Services (IDS). It is mandatory that all agencies within the state use IDS unless a specific service is unavailable, at which time, the agency would request a waiver to have items sent to a commercial vendor for printing. This also includes rental of copy machine.

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7 - Spending Plan: Other Costs

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs: ⦿ Yes ◯ No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs	$836,586.00	$521,390.00	$0.00	$315,196.00

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
CVSA Decals	10000	Decal	$0.28	$2,800.00	$2,800.00	$0.00	$0.00
Training	1	Year	$5,000.00	$5,000.00	$5,000.00	$0.00	$0.00
Registration/Conference Costs	1	Year	$4,000.00	$4,000.00	$4,000.00	$0.00	$0.00
Postage	1	Year	$2,000.00	$2,000.00	$2,000.00	$0.00	$0.00
Communications	1	Year	$26,200.00	$26,200.00	$26,200.00	$0.00	$0.00
Software	1	Year	$1,000.00	$1,000.00	$1,000.00	$0.00	$0.00
Dues and Memberships	1	Year	$7,900.00	$7,900.00	$7,900.00	$0.00	$0.00
Sub-Total Other Costs				**$48,900.00**	**$48,900.00**	**$0.00**	**$0.00**

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

***Indirect Costs

Signed agreement has not been received from the cognizant agency as of date of eCVSP submission, however, the placeholder rate as established by the agreement is 16%. Once the agreement has been received by the Colorado State Patrol it will be submitted to FMCSA. This issue was discussed with the Colorado Division Administrator and the Service Center Representative for Colorado prior to eCVSP submission.

Training

Includes costs incurred for MCSAP related training courses, such as, training materials, costs of tests, etc.

CVSA Decals

10,000 * 0.28 = $2,800.00

Registration/Conference Costs

Includes department authorized MCSAP training and/or seminars. Includes registration fees for CVSA workshops and NGMA workshops, as well as, registration fees for any other conferences/training seminars.

Communications

Includes:

1.   Office telephone equipment lease costs and line charges.

2.   Cellular phones, lease, and air time charges to make MCSAP related telephone calls.

3.   Hotspot and airtime charges related to MCSAP funded activities.

4.   Long distance, toll charges, conference calls

Each MCSAP officer has been assigned a cellular phone that also provides network access when at the roadside. This function is necessary to access the FMCSA systems at the

roadside and to transfer ASPEN reports and compliance reviews. Communication costs are divided between the New Entrant and MCSAP Basic Grant based upon the percentage of time each officer dedicates to each grant. These percentages are derived from the State Patrol's Time Management Tracking System by function code.

Postage

Includes costs of US Postal Services, UPS and Fed/Ex type shipping and freights costs for MCSAP related activities, such as, correspondence with carriers, as well as, shipping to MCSAP officers stationed outside of the Denver Metro Area.

Dues and Memberships

Costs include:

CVSA membership - $7900

Software

Includes purchase of new software, and/or updates for existing software to support MCSAP related activities. Software purchases/upgrades include Crystal Reports, Adobe Pro, etc.

8 - Spending Plan

Instructions:

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$4,715,171.00	$832,089.00	$5,547,260.00

Allowable amount for Overtime (15% of total award amount without justification): $832,089.00
Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): $408,736.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Uniformed Officers	$1,350,681.28	$0.00	$1,350,681.28	$0.00
Civilian	$240,240.00	$0.00	$240,240.00	$0.00
MCSAP Captain	$117,520.00	$0.00	$117,520.00	$0.00
MCPT Captain	$0.00	$0.00	$0.00	$58,760.00
MCSAP Sergeant	$208,000.00	$0.00	$208,000.00	$104,000.00
MCSAP Sergeant	$78,000.00	$0.00	$78,000.00	$0.00
Uniformed Officers	$0.00	$574,377.00	$574,377.00	$91,451.80
Overtime	$113,601.60	$0.00	$113,601.60	$0.00
State Funded Inspections - Level I	$0.00	$0.00	$0.00	$94,815.00
State Funded Inspections - Level II-V	$0.00	$0.00	$0.00	$537,285.00
**New MCSAP officers	$285,355.20	$0.00	$285,355.20	$0.00
Subtotal for Personnel	**$2,393,398.08**	**$574,377.00**	**$2,967,775.08**	**$886,311.80**

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Uniformed Officers	$486,245.16	$0.00	$486,245.16	$0.00
Civilian	$88,888.80	$0.00	$88,888.80	$0.00
MCSAP Captain	$42,307.20	$0.00	$42,307.20	$0.00
MCPT Captain	$0.00	$18,013.56	$18,013.56	$3,140.04
MCSAP Sergeant	$76,960.00	$0.00	$76,960.00	$38,480.00
MCSAP Sergeant	$28,860.00	$0.00	$28,860.00	$0.00
Uniformed Officers	$0.00	$239,698.44	$239,698.44	$0.00
State Funded Inspections - Level I	$0.00	$0.00	$0.00	$34,133.40
State Funded Inspections - Level II-V	$0.00	$0.00	$0.00	$193,422.60
**New MCSAP officers	$102,727.80	$0.00	$102,727.80	$0.00
Subtotal for Fringe Benefits	**$825,988.96**	**$257,712.00**	**$1,083,700.96**	**$269,176.04**

Program Travel

	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Mileage	$500.00	$0.00	$500.00	$0.00
Routine MCSAP Related In-State Travel	$25,000.00	$0.00	$25,000.00	$0.00
National Grants Management Workshop	$3,750.00	$0.00	$3,750.00	$0.00
FMCSA IT Workshop (when applicable)	$3,750.00	$0.00	$3,750.00	$0.00
Challenge Competition	$1,875.00	$0.00	$1,875.00	$0.00
CVSA Spring Conference	$3,750.00	$0.00	$3,750.00	$0.00
CVSA Fall Conference	$3,750.00	$0.00	$3,750.00	$0.00
Electronic Logging Device Training	$5,000.00	$0.00	$5,000.00	$0.00
Subtotal for Program Travel	**$47,375.00**	**$0.00**	**$47,375.00**	**$0.00**

Equipment

	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Equipment	**$0.00**	**$0.00**	**$0.00**	**$0.00**

Supplies

	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
ADP Expense	$5,000.00	$0.00	$5,000.00	$0.00
Computers/Laptops	$32,000.00	$0.00	$32,000.00	$0.00
Inspection/Police Supplies	$20,000.00	$0.00	$20,000.00	$0.00
Uniform Supplies	$19,000.00	$0.00	$19,000.00	$0.00
Office Supplies	$29,718.13	$0.00	$29,718.13	$0.00
Subtotal for Supplies	**$105,718.13**	**$0.00**	**$105,718.13**	**$0.00**

Contractual (Subgrantees, Consultant Services, etc.)

	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Vehicle Lease	$246,142.00	$0.00	$246,142.00	$0.00
Reproduction/Printing	$7,500.00	$0.00	$7,500.00	$0.00
Subtotal for Contractual	**$253,642.00**	**$0.00**	**$253,642.00**	**$0.00**

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
CVSA Decals	$2,800.00	$0.00	$2,800.00	$0.00
Training	$5,000.00	$0.00	$5,000.00	$0.00
Registration/Conference Costs	$4,000.00	$0.00	$4,000.00	$0.00
Postage	$2,000.00	$0.00	$2,000.00	$0.00
Communications	$26,200.00	$0.00	$26,200.00	$0.00
Software	$1,000.00	$0.00	$1,000.00	$0.00
Dues and Memberships	$7,900.00	$0.00	$7,900.00	$0.00
Subtotal for Other Expenses including Training & Conferences	**$48,900.00**	**$0.00**	**$48,900.00**	**$0.00**

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	**$3,675,022.17**	**$832,089.00**	**$4,507,111.17**	**$1,155,487.84**
Indirect Cost	$521,390.00	$0.00	$521,390.00	$315,196.00
Total Costs Budgeted	**$4,196,412.17**	**$832,089.00**	**$5,028,501.17**	**$1,470,683.84**