

**MICHIGAN**

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

**Date of Approval: Feb 03, 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.**

Michigan State Police, Commercial Vehicle Enforcement Division

#### **MISSION**

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

#### **VISION**

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

#### **GOAL**

Reduce roadway fatalities involving large trucks and buses per 100 million vehicle miles traveled (VMT) to 0.103 from 0.106\*. This goal will be measured each calendar year from 2013 to 2017 using State Level CMV Fatality Rate per 100 Million Total Vehicle Miles Traveled as reported by FMCSA A&I.

Michigan further endeavors to reduce annual truck and bus crashes in Michigan from 11,837\*\* to 11,777 (.5%) or fewer by 2017. This goal will be measured each fiscal year from 2013 to 2017 using data from Michigan's Traffic Crash Reporting System (TCRS).

\*State Level Commercial Motor Vehicle (CMV) Fatality Rate per 100 Million Total Vehicle Miles Traveled 2005-2010.

\*\*Five-year average from FY2007-2011 as reported in the Michigan Traffic Crash Reporting System.

## 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.**

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

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

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

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

Michigan is a major thoroughfare for international CMV traffic with Canada. Michigan has the second and fifth busiest border crossings in the nation for commercial vehicle traffic. Michigan has a total of five ports of entry from Canada including three bridges for which one is privately owned, a tunnel, and a ferry service. These ports of entry each pose unique safety and security concerns.

A 2007 hazardous material (HM) commodity flow study estimates that 50 million tons of HM is generated in Michigan annually. Michigan's international borders and roadways are used extensively for the transportation of a variety of HM products including potentially high-risk such as highway route-controlled radioactive materials. Michigan's unique environment makes it vulnerable to HM incidents during transportation and potential security risks related to its international borders.

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

CVED is the state MCSAP lead agency and does not supplement the program with sub-grantees. Michigan has 4 non-sworn vehicle safety inspectors (VSIs) who conduct new entrant safety audits, and are CVSA certified to conduct NAS inspections at fixed weigh stations under the supervision of sworn CVSA certified MCOs. Michigan currently has 106 MCOs and 10 M/C investigators, for a total of 116 personnel who are currently responsible for regularly conducting inspections at weigh stations, roadside, and at a carrier's place of business. CVED will also be certifying its 19 field sergeants to conduct Level III inspections during FY2017. In addition to enforcement of the FMCSRs and the HMR, MCOs are responsible for general traffic and regulatory compliance enforcement on commercial vehicles. This includes but is not limited to moving violations including drug and alcohol offenses, size, weight, and load enforcement, operating authority, and carrier registration requirements.

Although Michigan does not use sub-grantees, CVED currently authorizes 36 inspection personnel in 20 local law enforcement agencies and the Michigan Department of Transportation passenger carrier inspectors to conduct NAS inspections in accordance with an inter-agency memorandum of agreement (MOA) with CVED.

### 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:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities 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.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide basic training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substance.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Breath testers are readily accessible to roadside officers and inspectors either at roadside or a fixed facility location.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	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.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide training for roadside officers and inspectors to detect indicators of controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Ensure drug interdiction officers are available as a resource if an officer/inspector suspects controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Engage in drug interdiction activities in conjunction with inspections including interdiction activities that affect the transportation of controlled substances.

**Enter explanation of activities:**

<b>4 - Basic &amp; Incentive Minimum Requirements - Federal Registration &amp; Financial Responsibility Activities</b>
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**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:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	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.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	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:**

## Basic and Incentive Program Effectiveness Summary - Past Performance

*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.*

### 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	85	0.1030	
01/01/2014	12/31/2014	106	0.1030	0.11
01/01/2013	12/31/2013	98	0.1030	0.0960
01/01/2012	12/31/2012	81		0.0870
01/01/2011	12/31/2011	71		0.0750

**Enter the source and capture date of the data listed in the table above:**

Michigan did not have a specific crash objective in FY2011-2012. Beginning in FY2013, the Michigan Traffic Crash Reporting System (TCRS) was used to determine the number of truck and bus related crashes and fatalities. State Level Commercial Motor Vehicle (CMV) Fatality Rate per 100 Million Total Vehicle Miles Traveled as reported by FMCSA A&I was used to determine the CMV fatality rates and is currently only available through CY2014.

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

Michigan's goal is to reduce roadway fatalities involving large trucks and buses as follows:

Reduce large truck and bus involved fatalities from \*0.106 to 0.103 per 100 million VMT by calendar year 2017. The State Level CMV Fatality Rate per 100 Million Miles Traveled is reported on the calendar year rather than fiscal year and the data is not made available until after the close of the MCSAP final report. This makes it difficult to evaluate the goal during the grant reporting year. This is why Michigan has a secondary goal to reduce CMV crashes to 11,777 or fewer by FY2017. The CMV crash data is easily obtainable from TCRS and can provide data quarterly for more efficient monitoring of crash numbers while waiting for VMT fatality rates to be published.

Michigan met the VMT fatality rate goal of 0.103 for calendar year 2013. Michigan was also below the expressed reduction goal of 11,777 large truck and bus crashes for FY2013 with 10,145 crashes, and above the goal with 12,817 crashes in FY2014, and 12,072 crashes in FY2015. Michigan has currently recorded 8,762 crashes to date in FY2016. The average number of crashes for this 3-year period is 11,678 crashes, which meets the objective thus far.

The state VMT fatality rate goal is a 5-year goal that was based on a reduction from the six-year average (2005-2010) of 0.106 to 0.103.

The crash reduction goal is a five-year goal to reduce CMV crashes from the five-year average (FY2007 to 2011) of 11,837 crashes to a 0.5% reduction of 11,777 crashes by FY2017.

## 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 Bus 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	0	13.30	12
01/01/2014	12/31/2014	1	13.30	17
01/01/2013	12/31/2013	1	13.30	18
01/01/2012	12/31/2012	2		
01/01/2011	12/31/2011	3		

### Enter the source and capture date of the data listed in the table above:

Michigan did not have a specific passenger/motor coach safety objective in FY2011-2012. Data Source: FMCSA Motor Carrier Management Information System (MCMIS 2012 Fatality Analysis Reporting System (FARS) data, and A&I Crash Statistics. SafetyNet: Query of Bus:(seats more than 15, including driver, Bus Use: Charter Beginning in FY2013, Michigan began using queried data from SafetyNet to report the total number of federally recordable commercial bus crashes for passenger/motor coach safety objective. This includes for-hire and private buses with more than 15 seats including the driver. Transit, intercity, school, and government use buses are excluded. The column dates are indicated in calendar years to match the FARS data. However the CVSP goals and outcomes were based on a fiscal year.

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

Michigan's five-year goal as indicated in the FY2013 CVSP was to reduce the number of bus/passenger crashes in Michigan by one each year, for a total reduction of 5 crashes by the end of FY2017.

The number of bus crashes decreased in FY2015 to 12 crashes, and the crash rate for buses compared to all crashes has decreased again in FY2015 to .0040% which is a decrease compared the 2009-2011 baseline average of .0060%. Michigan increased the number of passenger vehicle certified inspectors in FY2015 in an effort to meet the goal of reducing bus crashes.

According to SafetyNet data, Michigan reported an average of 13.3 bus/passenger crashes per year from FY2009-2011. In FY2015 Michigan reported a total of 12 bus crashes, and no fatal bus crashes.







### 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 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	5	97	128
01/01/2014	12/31/2014	6	102	114
01/01/2013	12/31/2013	1	107	86
01/01/2012	12/31/2012	1		
01/01/2011	12/31/2011	4		

#### Enter the source and capture date of the data listed in the table above:

FMCSA A&I Crash Query Tool data was used to report the number fatalities per calendar year and to establish the HM crash rate for FY2011-2012. Beginning in FY2013, Michigan used SafetyNet crash data to report the total number of HM placardable CMV crashes, percent of HM inspections conducted as compared to the total number of inspections, and fatalities for this objective. The column dates are indicated in calendar years to match the FARS data. However the CVSP goals and outcomes reported are actually for the fiscal year.

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

Michigan's five-year goal as indicated in the FY2013 CVSP was to reduce the number of HM placardable CMV crashes in Michigan by five each year, for a total reduction of 25 crashes by the end of FY 2017. This goal was developed based on SafetyNet data queried while creating the FY2013 CVSP. According to SafetyNet data, Michigan reported an average of 112 placardable HM crashes per year for FY2009-2011.

This is a 5-year goal. It cannot be properly evaluated until the end of FY 2017. Michigan's goals are based on a fiscal year calendar. FARS data is published by calendar year, making it difficult to report progress.





**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		
10/01/2014	09/30/2015	14194	0
10/01/2013	09/30/2014	14807	0
10/01/2012	09/30/2013	14390	0
10/01/2011	09/30/2012	19896	0
10/01/2010	09/30/2011	20587	0



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



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

**Enter the source and capture date of the data listed in the table above:**

Michigan uses A&I data to report CMV traffic enforcement stops with an inspection. By policy, Michigan conducts an inspection on all MCSAP eligible CMV traffic enforcement stops. Michigan does not have the ability to sort citations and warnings issued with a specific enforcement stop. Michigan's MCOs have arrest authority for operating under the influence of drugs or alcohol regardless of vehicle type. These are the only non-CMV enforcement actions taken by a MCO at the roadside and non-CMV arrests are not charged to the MCSAP grant.

**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:**

Michigan will continue to conduct educational programs and dedicate resources on an as-needed basis. Michigan is not able to respond to all requests, because of limited resources. However, the Michigan Center for Truck Safety serves as a resource to the industry for CMV related questions and educational materials. This reduces the number of requests CVED receives to provide educational programs.

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

Michigan administers a minimum of two educational programs/presentations to the transportation industry, general public, and law enforcement personnel each quarter.

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

To date in FY2016, Michigan conducted more than 50 presentations reaching more than 8,000 transportation industry professionals and other safety advocates. Topics included safety regulations, law changes, and other CMV related topics.

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

N/A

**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.**

CVED requires all MCOs to conduct carrier operating authority status checks during the inspection process. MCOs have the ability to conduct authority checks from the patrol car and/or weigh station during the inspection process. CVED has provided detection training at their annual in-service and published training bulletins.

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

CVED maintained a sufficient "catch-rate" to eliminate the objective regarding authority checks for in FY2016.

**Actual: Insert year to date progress (#, %, etc., as appropriate):****Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.**

Currently, the only source CVED has to review the state OOS "catch-rate" data is the FMCSA division reports. States do not have the ability to retrieve the data. The FMCSA division office is unable to provide the data in a timely manner which results in the states receiving the information 1-2 months late. FMCSA should provide a means for the lead agency to receive this information in time to conduct more effective follow-up. When OOS carriers are inspected and not detected, MCOs are identified and their commanding officers are notified, but due to untimely data, this is typically well after the inspection took place.



## 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-specific 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:**

CMV fatality rates in Michigan have been consistently lower than the national average, and as low as half of the national average in 2011. However, according to Michigan's Traffic Crash Reporting System (TCRS), the number of fatalities associated with large truck and bus crashes increased in FY2014 to 113 fatalities, as compared to 86 in FY2013, 79 in FY2012, and 80 in FY2011.

On a national level, large truck and bus fatalities saw a significant increase of 20% in 2011 over 2010 and an 8.9% increase in 2012 over 2011. Reducing CMV related crashes and fatalities are a primary function of CVED. Michigan will continue with the five year crash reduction objective in the National Program Elements which began with the FY 2013 CVSP.

#### Truck and Bus Related Fatalities:

FY2016:	57 (as of June 30, 2016)
FY2015:	85
FY2014:	113
FY2013:	86

Average of 108 fatalities annually FY2013 to date

FY2016:	8,762 (as of June 30, 2016)
FY2015:	12,072
FY2014:	12,817
FY2013:	10,145

Average of 11,910 crashes annually FY2013 to date

#### **Enter Data Source Capture Date:**

06/30/2016

#### **Enter Data Source:**

Fatality rate per 100 million VMT: State Level Commercial Motor Vehicle (CMV) Fatality Rate per 100 Million Total Vehicle Miles Traveled: <https://ai.fmcsa.dot.gov/CrashStatistics/TruckBusFatalityRate.aspx> Current data not yet available. Truck and bus involved crashes and fatalities: Michigan Traffic Crash Reporting System, 06/30/2016.

#### **Enter Crash Reduction Goal**

Reduce roadway fatalities involving large trucks and buses per 100 million VMT to 0.103 from 0.106\*. Reduce truck and bus crashes from 11,837\*\* incrementally (12 per year) from FY 2013 to FY 2017, to 11,777 crashes or fewer. \*State Level Commercial Motor Vehicle (CMV) Fatality Rate per 100 Million VMT 2005-2010 \*\*Five-year average from FY 2007-2011 as reported in Michigan's Traffic Crash Reporting System.

**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.**

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

- Total Inspections: 48,000
- Traffic Enforcement Inspections: 12,000
- Carrier Interventions: 200

**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 CMV crashes and fatalities as reported in Michigan's TCRS, and the fatality rate per 100 Million VMT as the information becomes available.

## 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	Good	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 obtained 6/13/2016.

**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	Deploying Core CVISN	Yes
PRISM	step 0	Yes
SSDQ	Good	Yes

Data Sources:

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

Michigan plans to include operation and maintenance costs associated with the Michigan CVIEW in the FY2017 MCSAP budget.

**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.**

Michigan has an overall "GOOD" or "GREEN" rating. PRISM compliance is not required until 2020. Michigan Dept. of State has a PRISM grant and activities are already being reported.

**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.**

Michigan (CVED) is not yet participating in PRISM activities. Michigan Dept. of State is currently the lead agency for PRISM.

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

While not required, Michigan will continue to monitor and report on its CMV Safety Program Data Quality evaluation quarterly and annually.

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**3 - Passenger Carrier Enforcement**

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**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.**

According to SafetyNet data, Michigan recorded 40 bus crashes during FY 2009 through 2011, for an average of 13.3 crashes per year. This includes for-hire and private buses with more than 15 seats including the driver. Transit, intercity, school, and government use buses are excluded.

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

Michigan plans to reduce the number of bus crashes in Michigan by one each year, for a total reduction of 5 crashes by the end of FY 2017. This performance objective began in FY 2013 as a 5-year goal to reduce bus crashes.

***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.***

Michigan will conduct motor coach and other passenger carrier enforcement through carrier interventions, Level I, II, III, and V inspections, and participate in FMCSA Passenger Carrier Strike Force operations.

Additionally, Michigan will train approximately 10 additional personnel to conduct passenger vehicle inspections [REDACTED]

Passenger vehicle inspections are projected to represent 0.63 percent (305) of the total projected inspections (48,000).

***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 motor coach inspections, passenger carrier interventions, and the number of bus crashes, reported quarterly and evaluated on an annual basis.

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

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**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%:

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

65

**Performance Objective:** Enter performance objective(s).

***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.***

Michigan has provided training to all MCOs during annual in-service refresher training, and has published a training bulletins to cover this topic. CVED will also request FMCSA reports to determine if OOS carriers are being identified during the inspection process and report to district lieutenants, the number of inspections conducted where OOS carriers were not identified. Commanding officers will ensure their MCOs maintain access to current FMCSA systems needed to check a carrier's status during the inspection process. Research shows that states using CVIEW technology have a catch rate at or near 100%. Through a state funding source, Michigan plans to implement basic CVIEW technology in FY2016. This will helpful in meeting the objective of a 95% catch rate no later than FY2017.

***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.***

Michigan will report the number of OOS carriers inspected, number of OOS carriers detected, and percentage of OOS carriers identified as data is available from FMCSA.



## 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.

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

According to FMCSA A&I data, Michigan averaged 112 HM placardable crashes per year for fiscal years 2008 through 2010.

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

Reduce HM placardable CMV crashes by 5 crashes per year for a total of 25 crashes by FY 2017. This performance objective began in FY 2013 as a 5-year goal to reduce HM placardable CMV crashes.

***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: Provide additional information regarding how these activities will be implemented.***

Conduct HM NAS Level I, II, V, and VI roadside inspections statewide. HM inspections are projected to represent 6.98% (3,355) of the total inspections (48,000) projected. Conduct carrier interventions of at-risk HM carrier, shippers, and cargo tank facilities.

***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 total number of HM inspections conducted, the percentage of HM inspections compared to the total number of all inspections completed, and the number of HM placardable CMV crashes.

## 6 - State-Identified Objective (Optional)

### Instructions:

*Describe any other identified State-specific objectives.*

#### State Objective #1

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

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

Michigan is opting out of this objective. Michigan has addresses specific enforcement needs through other funding sources. This includes the use of Special Traffic Enforcement Teams (STETs), targeted patrols using Data Driven Approaches to Crime and Traffic Statistics (DDACTS). These objectives are monitored by the Office of Highway Safety Planning and the Michigan Truck Safety Commission.

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

**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).**

**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.**

## Basic & Incentive Enforcement Activities

*The Commercial Vehicle Enforcement Activities part allows the States to provide specific 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.**

CVED is the MCSAP lead agency in Michigan and there are no sub-grantees. CVED has 106 sworn MCOs and 10 MCO investigators certified to conduct NAS Level I - V inspections. MCOs are responsible for conducting inspections at weigh stations and roadside. MCOs are also responsible for general traffic enforcement on CMVs. This includes, but is not limited to, size, weight and load enforcement, operating authority, and carrier registration requirements. In addition, CVED has 4 non-sworn vehicle safety inspectors (VSIs) who are certified to conduct NAS inspections at scale locations under the supervision of a MCO. Each VSI conducts 32 Level I inspections, and eight non-bulk HM inspections annually to maintain certification. Michigan allows other enforcement agencies to conduct NAS inspections. Michigan requires local agencies to sign an inter-agency memorandum of agreement (MOA) and to be certified through the National Training Center (NTC) prior to conducting inspections. Michigan hosts refresher training for these agencies and requires that they attend. There are currently 20 agencies and 36 inspection-certified personnel conducting inspections under this MOA.

#### Instructions for Performance 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:** MICHIGAN STATE POLICE

**Enter the total number of certified officers in the Lead agency:** 116

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	11000	900	100	12000	25.00%
Level 2	17300	2400	100	19800	41.25%
Level 3	16000	0	100	16100	33.54%
Level 4	0	0	0	0	0.00%
Level 5	40	15	5	60	0.13%
Level 6	0	40	0	40	0.08%
<b>Sub-Total Lead Agency</b>	<b>44340</b>	<b>3355</b>	<b>305</b>	<b>48000</b>	

***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:** NONE

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

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1				0	%
Level 2				0	%
Level 3				0	%
Level 4				0	%
Level 5				0	%
Level 6				0	%
<b>Sub-Total Funded Agencies</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Non-Funded Agencies**

Enter the number of non-funded agencies:	20
Enter the total number of non-funded certified officers:	36



**Summary**

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: MICHIGAN STATE POLICE					
# certified officers: 116					
Funded Agencies: NONE					
# certified officers: 0					
Number of Non-Funded Agencies: 20					
# certified officers: 36					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	11000	900	100	12000	25.00%
Level 2	17300	2400	100	19800	41.25%
Level 3	16000	0	100	16100	33.54%
Level 4	0	0	0	0	0.00%
Level 5	40	15	5	60	0.13%
Level 6	0	40	0	40	0.08%
<b>Total ALL Agencies</b>	<b>44340</b>	<b>3355</b>	<b>305</b>	<b>48000</b>	

## 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.*

CVED has 106 MCOs who regularly conduct traffic stops and NAS inspections as their assigned duties, and 10 MCO investigators who conduct carrier interventions, and will conduct traffic stops and work special traffic initiatives.

Each district uses data driven approaches to crime and traffic safety (DDACTS) to determine appropriate patrol areas, times of day, etc.

Michigan has a 100% inspection policy, requiring that an inspection be conducted during all traffic stops involving a MCSAP qualifying vehicle. Also, Michigan does not use MCSAP funds for traffic enforcement of non-qualifying vehicles.

The MCSAP Comprehensive Policy allows states with a 100% inspection policy for CMV contacts, to only report non-CMV traffic enforcement activities associated with MCSAP-related traffic enforcement activities, and Michigan does not charge non-CMV enforcement activities to the MCSAP Grant.

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.)
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	12000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0
<input type="radio"/>	<input checked="" type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	0

**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.**

MCOs conduct traffic enforcement on CMVs and by policy, a NAS inspection is conducted on every MCSAP qualifying CMV traffic enforcement stop (100% inspection policy). MCOs have limited authority for traffic enforcement on non-CMV. This is limited to operating under the influence of alcohol/drugs, and size/weight/load violations which are not typically encountered in non-CMV. Non-CMV enforcement stops for alcohol or drug violations where no CMV was involved are not charged to the MCSAP grant. Michigan will report quarterly its progress toward meeting the Traffic Enforcement Objective.

**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**

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

**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.**

Michigan will conduct no less than 200 compliance reviews and CSA investigations as outlined in the table below. Michigan will provide specialized and update training as needed to personnel conducting reviews. Michigan will use 10 MC investigators to accomplish this goal.

**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).**

Michigan will report the number and type of reviews completed each quarter.

**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
<b>Rated and Non-rated Reviews (Excludes CSA &amp; SCRs)</b>		
Non-HM Cargo		
Passenger		
HM		
<b>Rated and Non-rated Reviews (Excludes CSA &amp; SCRs) Total</b>	<b>0</b>	<b>0</b>
<b>CSA Off-Site Investigations</b>		
Non-HM Cargo CSA Off-Site	0	0
Passenger CSA Off-Site	0	0
HM CSA Off-Site	0	0
<b>CSA Off-Site Investigations Sub-total</b>	<b>0</b>	<b>0</b>
<b>CSA On-Site Focused Investigations</b>		
Non-HM Cargo CSA On-Site Focused	88	48
Passenger CSA On-Site Focused	2	2
HM CSA On-Site Focused	5	5
<b>CSA On-Site Focused Investigations Sub-total</b>	<b>95</b>	<b>55</b>
<b>CSA On-Site Comprehensive</b>		
Non-HM Cargo CSA On-Site Comprehensive	6	6
Passenger CSA On-Site Comprehensive	4	4
HM CSA On-Site Comprehensive	5	5
<b>CSA On-Site Comprehensive Sub-total</b>	<b>15</b>	<b>15</b>
<b>CSA Investigations (all Types) Total</b>	<b>110</b>	<b>70</b>
<b>HM-Related Review Types</b>		
Security Contact Reviews (SCRs)	0	0
Cargo Tank Facility Reviews	5	5
Shipper Reviews	5	5
<b>HM-Related Review Types Total</b>	<b>10</b>	<b>10</b>
<b>ALL REVIEW TYPES GRAND TOTAL</b>	<b>120</b>	<b>80</b>

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

Michigan has not received training to conduct off-site interventions.

#### 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-CMV's 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.:**

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
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach	
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	
<input type="radio"/>	<input checked="" type="radio"/>	Teen safety events	

**Program Activities: Describe components of the State's public education and awareness efforts that it intends to perform.**

Michigan will conduct no less than two basic presentations on commercial vehicle rules and regulations each quarter. CVED responds to as many requests as possible. However, the Michigan Center for Truck Safety serves as the primary resource to the trucking industry for CMV related questions and educational materials. This greatly reduces the need for CVED to provide educational programs.

**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):**

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

## New Entrant

### 1 - New Entrant Focus Area

#### Instructions:

*The FAST Act consolidated several FMCSA grant programs. Interstate New Entrant safety audits, which were funded previously under a separate FMCSA grant program, are now a component of the MCSAP grant. The FAST Act affirms that conducting New Entrant safety audits is now a requirement to participate in the MCSAP. The Act also says that a State or a third party may conduct safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities. The Act allows a State to conduct Intrastate New Entrant Safety Audits at the State's discretion. However, States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.*

**Complete the following areas to describe your plan for this MCSAP focus area.**

**Goal:** Reducing the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing new entrant interstate and, at the State's discretion, intrastate motor carriers to ensure that they have effective safety management programs.

#### **Objective: Processing and Completing Safety Audits within the Statutory Time Limits**

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

#### **Enter New Entrant Agency:**

MSP/CVED

**Strategies:** Include a description of the strategies that will be utilized in order to meet the program objective above. The applicant must provide any challenges or impediments you foresee that may prevent your successful completion of the objective.

In order to accomplish the goal of reducing the number and severity of CMV-related crashes, injuries, and fatalities, Michigan proposes to conduct offsite safety audits [REDACTED] within the parameters of the program. Because Michigan is currently funded to conduct safety audits through FY2017 with NEP funds from FM-MNE-0266-16-01-00, Michigan will focus MCSAP New Entrant Program activities [REDACTED]

Michigan will utilize the FY2017 MCSAP Grant to conduct offsite audits [REDACTED] on an overtime basis. Michigan will utilize civilian Vehicle Safety Inspector (VSI) auditors to conduct these audits.

**Activity Plan:** A description of the activities the applicant believes will help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

In order to accomplish the above objectives, Michigan will use four civilian VSI auditors. Michigan will conduct approximately 100

offsite safety audits of Canadian carriers, or as many as the inventory will support.

**Performance Measurement Plan: A description of how the applicant will measure progress toward meeting the objective, such as quantifiable and measureable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks that can be reported on in the quarterly progress report, or as annual outputs.**

Michigan intends to perform offsite safety audits on [REDACTED] new entrant interstate motor carriers within 12 months of FMCSA granting the motor carrier a U.S. Department of Transportation (USDOT) number, and 120 days for motor carriers of passengers. Michigan will maintain adequate personnel to accomplish this goal.

- Michigan will report the number of offsite safety audits conducted on [REDACTED] carriers each quarter
- Michigan will report the number of non-audit resolutions each quarter, if any
- Michigan will review the new entrant inventory and activities on a quarterly basis to ensure that the program successfully meets the objectives and measurable performance goals as outlined in the goals, performance objectives, and activities sections above.

***Critical Information Table: The following Critical Information Table (although not required) is provided below for your use to summarize the anticipated project activities.***

Summary of Anticipated Activities		
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	0	0
# of Safety Audits (Offsite)	100	0
<b>TOTAL Safety Audits</b>	<b>100</b>	<b>0</b>
# of Non-Audit Resolutions	0	0

## Border Enforcement

### 1 - Border Enforcement Focus Area

#### Instructions:

*The FAST Act consolidated several FMCSA grant programs. Border related activities, which previously were a separate FMCSA grant program, are now a component of the MCSAP grant. The FAST Act states that in the case of a State that shares a land border with another country, the State will conduct a border commercial motor vehicle safety program focusing on international commerce that includes enforcement and related projects. If a State sharing a land border with another country declines to participate in border related activities, it will forfeit all border enforcement funds the State may be eligible to receive.*

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

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

☐ Your State is assumed to be participating in border related activities in Fiscal Year 2017. If your State is not participating, please check the box.

**Enter Border Enforcement Agency:**

MSP/CVED

**Check all objectives that apply (minimum of 1):**

☒ **Objective 1: International Motorcoach Inspections** - Facilitate the conduct of inspections of motorcoaches engaged in international commerce at bus stations, terminals, border crossings, maintenance facilities, destination locations or other locations where a motor carrier may make a planned stop (excluding a weigh station). For FY 2017, FMCSA encourages States to examine their data on international motorcoach activity and to use that data to establish reasonable goals that will result in an appropriate level of motorcoach-focused activities. States must justify the goals set and provide the data or data source references.

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

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

**Strategies:** Include a description of the strategies that will be utilized in order to meet the program objective above. The applicant must provide any challenges or impediments you foresee that may prevent your successful completion of the objective.

MCSAP funds directed toward border enforcement provide an opportunity to reduce crashes and fatalities by ensuring motorcoaches entering Michigan from Canada are in compliance with State and National safety standards and regulations.

Because Michigan is currently committed to conducting non-motorcoach border enforcement activities with funds from the FM-BEG-



0078-16-01 grant through FY2017, Michigan will use MCSAP Border Enforcement funds to accomplish the International Motorcoach Inspection objective during this grant cycle.

Michigan will use MCSAP Border Enforcement funds to conduct motorcoach inspection and enforcement activities, in accordance with FMCSA policy, at or near our Canadian borders during the FY2017 grant cycle.

Furthermore, Michigan intends to train [REDACTED] additional personnel identified in the Basic and Incentive objectives assigned to border districts to conduct Level I motorcoach inspections.

**Activity Plan: A description of the activities the applicant believes will help mitigate the problem. Include an estimate of the number of group audits planned.**

ANTICIPATED SUMMARY OF ACTIVITIES – [REDACTED]		
Domestic Commerce Inspections (TOTAL)		
	Level I or II Motorcoach	18
International Commerce Inspections (TOTAL)		
	Level I or II Motorcoach	42
Total Inspections		60
ANTICIPATED SUMMARY OF ACTIVITIES – [REDACTED]		
Domestic Commerce Inspections (TOTAL)		
	Level I or II Motorcoach	12
International Commerce Inspections (TOTAL)		
	Level I or II Motorcoach	28
Total Inspections		40
ANTICIPATED SUMMARY OF ACTIVITIES – [REDACTED]		
Domestic Commerce Inspections (TOTAL)		
	Level I or II Motorcoach	9
International Commerce Inspections (TOTAL)		
	Level I or II Motorcoach	21
Total Inspections		30

Michigan will conduct motorcoach inspections, in accordance with FMCSA policy, at Michigan's border crossings and other destinations in close proximity to the borders that draw crowds from Canada year-round. [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED] These destinations are all located in close proximity to the border, in the downtown area.

**Performance Measurement Plan: A description of how the applicant will measure progress towards the performance objective goal, such as quantifiable and measureable outputs (hours, carrier contacts, inspections, etc.) and in terms of performance outcomes. The measure must include specific benchmarks that can be reported on in the quarterly progress report, if practicable, or as annual outcomes.**

Michigan will report the following quarterly:

- Operational hours used
- Number/Level of motorcoach inspections conducted
- Number and percentage of inspected motorcoach vehicles in foreign and domestic commerce

**Critical Information Table: The following Critical Information Table is provided below for your use to summarize the anticipated border enforcement activities. All non-international commerce inspections conducted should be included in the Basic and Incentive focus area of the CVSP and should not be indicated as BEG inspections on the inspection report which is uploaded into ASPEN.**

Anticipated Summary of Activities	
Number of International Commerce Regular CMV	0
Number of International Commerce HM	0
Number of International Commerce Passenger	130
<b>Total International Commerce Inspections</b>	<b>130</b>
Number of Fixed Facility International Inspections	0
Number of non-Fixed Facility International Inspections	130

## 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 not 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 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.

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): \$1,500,860.00

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
Motor Carrier Officer	106	39.8987	2080	\$27.53	\$2,421,777.04	\$2,058,510.48	\$363,266.56	\$2,101,337.00
Motor Carrier Investigator	10	85	2080	\$29.07	\$513,957.60	\$436,863.96	\$77,093.64	\$0.00
Motor Carrier Sergeant	21	25	2080	\$33.61	\$367,021.20	\$311,968.02	\$55,053.18	\$0.00
Motor Carrier Officer Recruit	17	59.0004	2080	\$20.51	\$427,890.72	\$363,707.11	\$64,183.61	\$0.00
Motor Carrier Lieutenant	2	50	2080	\$38.23	\$79,518.40	\$67,590.64	\$11,927.76	\$0.00
Accountant Manager	1	35	2080	\$40.66	\$29,600.48	\$25,160.41	\$4,440.07	\$0.00
Accountant	1	25	2080	\$33.86	\$17,607.20	\$14,966.12	\$2,641.08	\$0.00
Department Technician	1	100	2080	\$24.73	\$51,438.40	\$43,722.64	\$7,715.76	\$0.00
<b>Sub-Total Salary</b>					<b>\$3,908,811.04</b>	<b>\$3,322,489.38</b>	<b>\$586,321.66</b>	<b>\$2,101,337.00</b>
Overtime Information								
Overtime	135	100	10	\$41.30	\$55,755.00	\$47,391.75	\$8,363.25	\$43,904.00
<b>Sub-Total Overtime</b>					<b>\$55,755.00</b>	<b>\$47,391.75</b>	<b>\$8,363.25</b>	<b>\$43,904.00</b>
<b>TOTAL PERSONNEL</b>					<b>\$3,964,566.04</b>	<b>\$3,369,881.13</b>	<b>\$594,684.91</b>	<b>\$2,145,241.00</b>

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

Michigan has 156 enforcement personnel and 3 administrative personnel that perform MCSAP eligible activities that will be charged to MCSAP. Enforcement personnel include motor carrier officers, motor carrier investigators, motor carrier sergeants, motor carrier lieutenants, motor carrier officer recruits. Administrative personnel include an accountant manager, accountant, and a department technician.

Personnel costs for 106 motor carrier officers are included in the budget. Motor carrier officers conduct NAS inspections, traffic, and compliance enforcement. Motor carrier officers will track their actual time spent on MCSAP eligible activities through automated officer dailies. Related salary costs for each officer will be charged to MCSAP.

Personnel costs for 10 motor carrier investigators are included in the budget. Motor carrier investigators conduct compliance reviews, traffic, and compliance enforcement. Motor carrier investigators will track their actual time spent on MCSAP eligible activities through automated officer dailies. Related salary costs for each investigator will be charged to MCSAP.

Personnel costs for 19 field motor carrier sergeants are included in the budget. Field motor carrier sergeants provide oversight of enforcement activities of motor carrier officers and also conduct traffic enforcement on a part-time basis. Field motor carrier sergeants will track their actual time spent on MCSAP eligible activities through automated officer dailies. Related salary costs for each sergeant will be charged to MCSAP.

Personnel costs for 2 division headquarters motor carrier sergeants are included in the budget. These sergeants provide technical expertise in safety, hazardous materials transportation, and regulatory compliance and provide oversight of the division's motor carrier investigators and safety auditors carrying out the division's compliance review program, safety audit program, and hazardous materials enforcement program. Headquarters motor carrier sergeants will track their actual time spent on MCSAP eligible activities through automated officer dailies. Related salary costs for each sergeant will be charged to MCSAP.

Personnel costs for 2 division headquarters motor carrier lieutenants are included in the budget. One lieutenant is the division's grant administrator and provides oversight to the hazardous materials unit and safety compliance unit. The other lieutenant is responsible for the SafetyNet inspection database, commercial motor vehicle crashes, DataQs, information and technology projects including the

commercial vehicle information exchange window system, and enforcement officer training, including recruit schools. The lieutenants will track their actual time spent on MCSAP eligible activities through payroll activity reports. Related salary costs for each lieutenant will be charged to MCSAP.

Personnel costs for 17 motor carrier officer recruits are included in the budget. These recruits will undergo a 19 week recruit school program at the Michigan State Police Training Academy to become motor carrier officers. A recruit school is projected to begin in August of 2016 and to end in January of 2017. The recruits' payroll included in the spending plan is for 2,080 work hours or from October 1, 2016 through September 30, 2017. This time period includes part of the recruit school and the time after while working as newly graduated motor carrier officers. Upon graduation, the recruit officers will complete their training in the field while on probation.

The motor carrier officer recruits are identified and will be trained to perform MCSAP enforcement activities. Upon graduation, the recruits are projected to spend approximately 59% of their time performing MCSAP activities. The 59% projection is based on a 12 month historical average of actual payroll activity reports completed by other motor carrier officers performing MCSAP related duties.

Personnel costs for an accountant manager are included in the budget. The accountant is responsible for monitoring expenditures to ensure grant eligibility, overseeing grant expenditures for eligibility, revising grant budgets, attending grant meetings, coordination of federal financial monitorings, and maintenance of effort. The accountant manager will track her time spent on MCSAP eligible activities through payroll activity reports. Related salary costs for the accountant manager will be charged to MCSAP.

Personnel costs for an accountant are included in the budget. The accountant is responsible for monitoring expenditures, preparing grant billings and financial reports, ensuring proper grant reimbursement, and tracking grant expenditures. The accountant will track her time spent on MCSAP eligible activities through payroll activity reports. Related salary costs for the accountant will be charged to MCSAP.

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

The hourly pay rates used to calculate Personnel Costs are comprised of each employee classification's base salary, a 1.5% lump sum payment per collective bargaining negotiation with the state of Michigan, and annual longevity. Longevity is paid in accordance with state of Michigan Civil Service Commission rules.

Overtime includes incidental overtime only. No scheduled overtime is anticipated.

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

## 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
Motor Carrier Officer	88.90	\$2,421,777.04	\$2,152,959.79	\$1,830,015.82	\$322,943.97	\$1,883,138.00
Motor Carrier Investigator	78.03	\$513,957.60	\$401,041.12	\$340,884.95	\$60,156.17	\$0.00
Motor Carrier Sergeant	86.10	\$367,021.20	\$316,005.25	\$268,604.46	\$47,400.79	\$0.00
Motor Carrier Officer Recruit	89.11	\$427,890.72	\$381,293.42	\$324,099.41	\$57,194.01	\$0.00
Motor Carrier Lieutenant	71.19	\$79,518.40	\$56,609.15	\$48,117.78	\$8,491.37	\$0.00
Accountant Manager	56.31	\$29,600.48	\$16,668.03	\$14,167.83	\$2,500.20	\$0.00
Accountant	76.39	\$17,607.20	\$13,450.14	\$11,432.62	\$2,017.52	\$0.00
Department Technician	99.02	\$51,438.40	\$50,934.30	\$43,294.16	\$7,640.14	\$0.00
Overtime	57.49	\$55,755.00	\$32,053.55	\$27,245.52	\$4,808.03	\$0.00
<b>Sub-Total Fringe Benefits</b>			<b>\$3,421,014.75</b>	<b>\$2,907,862.55</b>	<b>\$513,152.20</b>	<b>\$1,883,138.00</b>

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

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

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

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

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

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

Employee Classification	Retirement %	Insurance %	Cleaning %	Total Benefits %
Motor Carrier Officers	57.49%	30.54%	0.87%	88.90%
Motor Carrier Investigators	57.06%	20.12%	0.85%	78.03%
Motor Carrier Sergeants	56.54%	28.88%	0.68%	86.10%
Motor Carrier Officer Recruits	58.29%	30.82%	0.00%	89.11%
Motor Carrier Lieutenants	54.20%	16.38%	0.61%	71.19%
Accountant Manager	54.20%	2.11%	0.00%	56.31%
Accountant	54.20%	22.19%	0.00%	76.39%
Department Technician	58.29%	40.73%	0.00%	99.02%

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



**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.*

<b>Travel Cost Spending Plan Narrative</b>						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
COHMED Conference Travel	4	6	\$7,516.00	\$6,388.60	\$1,127.40	\$0.00
Other Training Travel	135		\$9,705.73	\$8,249.87	\$1,455.86	\$0.00
Routine Statewide Travel	135		\$7,419.62	\$6,306.66	\$1,112.96	\$25,221.00
Recruit School Lodging and Meals	17	105	\$175,507.00	\$149,180.95	\$26,326.05	\$0.00
FMCSA Grant Planning Meeting Travel	3	3	\$3,200.00	\$2,720.00	\$480.00	\$0.00
Enforcement Personnel In Service Training Travel	135	5	\$11,900.00	\$10,115.00	\$1,785.00	\$0.00
Fall CVSA Conference	5	6	\$12,933.00	\$10,993.05	\$1,939.95	\$0.00
NAIC Inspector's Challenge	3	6	\$6,373.00	\$5,417.05	\$955.95	\$0.00
Spring CVSA Conference	5	6	\$9,520.00	\$8,092.00	\$1,428.00	\$0.00
CSA Phase III Training Travel	13	3	\$4,680.00	\$3,978.00	\$702.00	\$0.00
Passenger Inspection Training Travel	3	3	\$1,037.00	\$881.45	\$155.55	\$0.00
Level VI Inspection Instructor Training	1	5	\$1,200.00	\$1,020.00	\$180.00	\$0.00
Cargo Tank Facility Review Training Travel	5	5	\$3,000.00	\$2,550.00	\$450.00	\$0.00
Cargo Tank Inspection Training Travel	13	5	\$7,800.00	\$6,630.00	\$1,170.00	\$0.00
Advanced Officer Training Travel	17	10	\$5,882.00	\$4,999.70	\$882.30	\$0.00
<b>Sub-Total Travel</b>			<b>\$267,673.35</b>	<b>\$227,522.33</b>	<b>\$40,151.02</b>	<b>\$25,221.00</b>

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

All travel is reimbursed to members based upon pre-established statewide travel rates, rules, and regulations.

Conference travel includes meals, lodging, airfare, and other transportation costs associated with attendance at the COHMED conference, Spring CVSA conference, NAIC Inspector's Challenge, and Fall CVSA conference. Michigan anticipates 4 staff members attending COHMED, 5 staff members attending the Spring CVSA conference, 3 staff members attending the NAIC Inspector's Challenge, and 5 staff members attending the Fall CVSA conference. It is imperative that members participate in these conferences to remain current on issues and to keep Michigan's MCSAP program at the forefront. Members also serve on several CVSA and COHMED committees related to Program Initiatives, CSA, Training, MCSAP, and Hazardous Materials. Actual travel costs related to these conferences will be charged to MCSAP.

Michigan expects that FMCSA will hold a national MCSAP grant planning meeting during the year. Michigan plans to send 3 members to the meeting. The current location is unknown; therefore, last year's actual costs were used in projected travel costs.

Annual in-service training will be conducted during the year. All enforcement members will attend the in-service training which will last approximately 5 days.

Michigan will be conducting a motor carrier officer recruit school beginning in August of 2016 and ending January of 2017. Associated travel costs include the lodging and meals of the officer recruits and motor carrier officer training staff.

Routine statewide travel costs for routine travel is expected and would include enforcement travel for conducting inspections, team operations, compliance reviews, and other enforcement. Travel costs related to meetings would also be included as routine travel.

Other training travel includes travel costs associated with members attending training sessions throughout the state. Enforcement members attend mandatory quarterly district trainings, as well firearms, first aid, and defensive tactics training throughout the year. Enforcement training travel also includes travel costs related to additional discretionary enforcement training.

Travel costs are also included in the budget for CSA Phase III training, Passenger Inspection training, Level VI Inspection Instructor training, Cargo Tank Facility Review training, Cargo Tank Inspection training, and an advanced motor carrier officer training.

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

MOE Travel consists of MCSAP eligible travel costs not paid for with federal grant funds or related state match funds. Travel costs include meals, lodging, and transportation costs related to MCSAP activities. Travel costs are reimbursed to employees based upon pre-established statewide travel rates, rules, and regulations.

#### 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
<b>Sub-Total Equipment</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

Michigan does not anticipate purchasing equipment.

## 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
Office Supplies	12	month	\$1,230.00	\$14,760.00	\$12,546.00	\$2,214.00	\$0.00
Recruit School Supplies	1	school	\$96,974.00	\$96,974.00	\$82,427.90	\$14,546.10	\$0.00
Uniform Supplies	12	month	\$1,740.00	\$20,880.00	\$17,748.00	\$3,132.00	\$0.00
Enforcement Personnel In Service Training Supplies	3	week	\$800.00	\$2,400.00	\$2,040.00	\$360.00	\$0.00
Part Supplies	12	month	\$7,355.00	\$88,260.00	\$75,021.00	\$13,239.00	\$116,681.00
<b>Sub-Total Supplies</b>				<b>\$223,274.00</b>	<b>\$189,782.90</b>	<b>\$33,491.10</b>	<b>\$116,681.00</b>

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

General office supplies are required for all 159 members performing MCSAP activities. Office supplies include supplies needed at various division and post offices located throughout the state. Projected amounts are based on past year's expenditures.

Uniforms and related supplies are required for all enforcement members performing MCSAP activities. Enforcement members are sworn law enforcement officers required to wear fatigue uniforms while on road patrol and formal uniforms for court and professional meetings. Projected amounts are based on past year's expenditures.

Part supplies are projected at a total annual cost of \$88,260, or \$7,355 per month. Part supplies are supplies used by motor carrier officers during patrol activities, and include \$59,907 of enforcement supplies, \$18,148 of vehicle supplies, and \$10,205 of uniform accessories. Examples of enforcement supplies include creepers, brake chambers, safety goggles, gloves, wheel chocks, tasers, digital cameras, binoculars, flashlights, first aid kits, weapon cleaning supplies, pepper spray, and fire extinguishers. Examples of vehicle supplies include overhead lights, seat organizers, fuses, floor jacks, floor mats, and cleaning supplies. Examples of uniform accessories include web gear, belts, holsters, taser holders, weapon holders, handcuff cases, bullet resistant vest plates, radio pouches, and weapon magazine pouches. Total Part Supplies projected amounts are based on past year's expenditures.

Recruit school supplies are projected at a total cost of \$96,974. Recruit school supplies are supplies related to training and outfitting new motor carrier officer recruits. Recruit school supplies include \$55,877 for uniforms, fatigues, and web gear for the new officer recruits and \$41,097 for school supplies including enforcement training tools, tasers, and other supplies. Projected recruit school supplies are based on past year's recruit school supply amounts per officer recruit.

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

MOE Supplies consists of office supplies, uniform supplies, and part supplies not paid for with federal grant funds or related state match funds, but MCSAP eligible.



## 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
CVIEW-Plus Software Maintenance & Hosting	\$42,000.00	\$35,700.00	\$6,300.00	\$0.00
inSPECT Software Maintenance	\$26,250.00	\$22,312.50	\$3,937.50	\$0.00
<b>Sub-Total Contractual</b>	<b>\$68,250.00</b>	<b>\$58,012.50</b>	<b>\$10,237.50</b>	<b>\$0.00</b>

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

Michigan projects a total of \$68,250 in contractual services. In fiscal year 2016, Michigan implemented CVIEW-Plus and inSPECT software purchased from Iteris. In fiscal year 2017, Michigan will be required to pay Iteris a \$42,000 maintenance & hosting fee for CVIEW-Plus and a \$26,250 software maintenance fee for inSPECT.

## 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	\$974,896.66	\$828,662.16	\$146,234.50	\$531,746.00

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	Plan MO Expen
Purchased Services	12	month	\$425.00	\$5,100.00	\$4,335.00	\$765.00	\$7,1
Rent	12	month	\$2,930.00	\$35,160.00	\$29,886.00	\$5,274.00	\$32,2
Telecommunications	12	month	\$4,562.00	\$54,744.00	\$46,532.40	\$8,211.60	\$35,9
Fleet	12	month	\$63,590.00	\$763,080.00	\$648,618.00	\$114,462.00	\$638,0
SafetyNet Server Maintenance Fees	12	monthly fee	\$740.00	\$8,880.00	\$7,548.00	\$1,332.00	
Single Audit Fees	1	fee	\$2,500.00	\$2,500.00	\$2,125.00	\$375.00	
CVSA Membership Dues	1	dues	\$14,100.00	\$14,100.00	\$11,985.00	\$2,115.00	
Fall CVSA Conference Registration Fees	5	attendee	\$550.00	\$2,750.00	\$2,337.50	\$412.50	
Spring CVSA Conference Registration Fees	5	attendee	\$550.00	\$2,750.00	\$2,337.50	\$412.50	
COHMED Conference Registration Fees	4	attendee	\$550.00	\$2,200.00	\$1,870.00	\$330.00	
CVSA Decals	10000	decal	\$0.28	\$2,800.00	\$2,380.00	\$420.00	
Recruit School Training Facilities, Purchased Services, Fleet	1	school	\$100,398.00	\$100,398.00	\$85,338.30	\$15,059.70	
Training Fees	12	month	\$321.00	\$3,852.00	\$3,274.20	\$577.80	\$2,4
CSA Phase III Training Room Fees	3	days	\$200.00	\$600.00	\$510.00	\$90.00	
Passenger Inspection Training Room Fees	3	days	\$150.00	\$450.00	\$382.50	\$67.50	
Cargo Tank Facility Review Training Room Fees	5	days	\$200.00	\$1,000.00	\$850.00	\$150.00	
Cargo Tank Inspection Training Room Fees	5	days	\$200.00	\$1,000.00	\$850.00	\$150.00	
Enforcement Personnel In Service Training Room Fees	3	weeks	\$340.00	\$1,020.00	\$867.00	\$153.00	\$6
<b>Sub-Total Other Costs</b>				<b>\$1,002,384.00</b>	<b>\$852,026.40</b>	<b>\$150,357.60</b>	<b>\$716,4</b>

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

#### Indirect Costs

Michigan has received approval for an indirect cost rate of 13.2% of personnel and fringe benefit costs. The approval was granted by Michigan's cognizant agency, the US Department of Homeland Security, on August 13, 2015. The rate is approved for use beginning in the 2016 fiscal year, and after until amended.

Indirect costs include the indirect costs of the Michigan State Police (MSP) and the state Michigan's Statewide Cost Allocation Plan



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

MOE Indirect Costs consist of Michigan's approved indirect cost rate of 13.2% multiplied by motor carrier officer MCSAP eligible MOE salary and fringe benefit costs.

### **Other Costs**

Michigan anticipates issuing 10,000 CVSA decals at a cost of \$.28 per decal. Actual decal costs will be charged to MCSAP.

Conference registration fees include registration fees for 4 staff members to attend the COHMED conference, 5 members attending the Spring CVSA Conference, and 5 members attending the Fall CVSA Conference. Conference registration fees are based on current rates. Actual conference registration fees will be charged to MCSAP.

CVSA annual membership dues are estimated at the current year dues amount. The actual dues amount will be charged to MCSAP.

Single audit fees are charged to Michigan for single audit services performed by the Michigan Office of the Auditor General. Single audit fees are projected at \$2,500 and represent the fees solely related to the proportionate share for the MCSAP grant. Michigan pays for the fees directly and does not include them in the indirect cost pool. Actual single audit fees for audit services provided for the MCSAP grant will be charged.

SafetyNet server maintenance fees are paid to the Michigan Department of Technology, Management and Budget (DTMB) to provide support services related to Michigan's SafetyNet server. Actual server maintenance fees will be charged to MCSAP.

Fleet costs include monthly lease fees and mileage fee costs for patrol vehicles and administrative vehicles. Michigan leases vehicles from DTMB. Michigan pays DTMB a monthly lease fee to cover the cost of the total vehicle cost and also a mileage fee for every mile incurred to cover maintenance and fuel costs. Enforcement members drive pursuit rated Tahoes as patrol vehicles. A portion of patrol Tahoe fleet costs will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

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

Rent costs relate to Michigan's division headquarters building. These costs are not included in the indirect cost pool or SWCAP as state building office space costs are billed to the Michigan state departments directly. Rent costs for the headquarters building are charged in accordance with the actual office space occupied.

Purchased service costs include speed measurement equipment repairs, in-car video camera repairs, uniform alterations, computer repairs, portable scale certifications, and mailing services. Purchased service costs will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

Training fees are registration fees paid for employee training. These costs will be allocated to MCSAP in accordance with the MCSAP effort percentage derived from a cost allocation of motor carrier officer time from the automated officer daily system.

Recruit school training facilities, purchased services, and fleet costs are projected at \$100,398. Recruit school training facility costs are projected at \$34,288 and include rentals of State Police Training Academy conference rooms, gymnasium, training tank, drive track, firearms range, and graduation facilities. Recruit school purchased services are projected at \$34,311 and include uniform alteration services and health related testing services. Recruit school fleet costs are projected at \$31,799 and include the cost of state vehicles driven by school temp staff members during the duration of the 19 week recruit school. As indicated in the Personnel section, Michigan will charge 100% of the recruits' payroll and related training costs to MCSAP.

Training room fees are estimated fees to be incurred for renting facilities to conduct the CSA Phase III training, Passenger Inspection training, Cargo Tank Facility Review training, Cargo Tank Inspection training, and enforcement personnel in service training.

MOE Other Expenses consists of patrol vehicle fleet, telecommunications, rent, purchased services, and training fees not paid for with federal grant funds or related state match funds, but MCSAP eligible.

**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.

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$8,504,873.00	\$1,500,860.00	\$10,005,733.00

Allowable amount for Overtime (15% of total award amount without justification): \$1,500,860.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$677,918.00

<b>Personnel (Payroll Costs)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Motor Carrier Officer	\$2,058,510.48	\$363,266.56	\$2,421,777.04	\$2,101,337.00
Motor Carrier Investigator	\$436,863.96	\$77,093.64	\$513,957.60	\$0.00
Motor Carrier Sergeant	\$311,968.02	\$55,053.18	\$367,021.20	\$0.00
Motor Carrier Officer Recruit	\$363,707.11	\$64,183.61	\$427,890.72	\$0.00
Motor Carrier Lieutenant	\$67,590.64	\$11,927.76	\$79,518.40	\$0.00
Accountant Manager	\$25,160.41	\$4,440.07	\$29,600.48	\$0.00
Accountant	\$14,966.12	\$2,641.08	\$17,607.20	\$0.00
Department Technician	\$43,722.64	\$7,715.76	\$51,438.40	\$0.00
Overtime	\$47,391.75	\$8,363.25	\$55,755.00	\$43,904.00
<b>Subtotal for Personnel</b>	<b>\$3,369,881.13</b>	<b>\$594,684.91</b>	<b>\$3,964,566.04</b>	<b>\$2,145,241.00</b>

<b>Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Motor Carrier Officer	\$1,830,015.82	\$322,943.97	\$2,152,959.79	\$1,883,138.00
Motor Carrier Investigator	\$340,884.95	\$60,156.17	\$401,041.12	\$0.00
Motor Carrier Sergeant	\$268,604.46	\$47,400.79	\$316,005.25	\$0.00
Motor Carrier Officer Recruit	\$324,099.41	\$57,194.01	\$381,293.42	\$0.00
Motor Carrier Lieutenant	\$48,117.78	\$8,491.37	\$56,609.15	\$0.00
Accountant Manager	\$14,167.83	\$2,500.20	\$16,668.03	\$0.00
Accountant	\$11,432.62	\$2,017.52	\$13,450.14	\$0.00
Department Technician	\$43,294.16	\$7,640.14	\$50,934.30	\$0.00
Overtime	\$27,245.52	\$4,808.03	\$32,053.55	\$0.00
<b>Subtotal for Fringe Benefits</b>	<b>\$2,907,862.55</b>	<b>\$513,152.20</b>	<b>\$3,421,014.75</b>	<b>\$1,883,138.00</b>

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
COHMED Conference Travel	\$6,388.60	\$1,127.40	\$7,516.00	\$0.00
Other Training Travel	\$8,249.87	\$1,455.86	\$9,705.73	\$0.00
Routine Statewide Travel	\$6,306.66	\$1,112.96	\$7,419.62	\$25,221.00
Recruit School Lodging and Meals	\$149,180.95	\$26,326.05	\$175,507.00	\$0.00
FMCSA Grant Planning Meeting Travel	\$2,720.00	\$480.00	\$3,200.00	\$0.00
Enforcement Personnel In Service Training Travel	\$10,115.00	\$1,785.00	\$11,900.00	\$0.00
Fall CVSA Conference	\$10,993.05	\$1,939.95	\$12,933.00	\$0.00
NAIC Inspector's Challenge	\$5,417.05	\$955.95	\$6,373.00	\$0.00
Spring CVSA Conference	\$8,092.00	\$1,428.00	\$9,520.00	\$0.00
CSA Phase III Training Travel	\$3,978.00	\$702.00	\$4,680.00	\$0.00
Passenger Inspection Training Travel	\$881.45	\$155.55	\$1,037.00	\$0.00
Level VI Inspection Instructor Training	\$1,020.00	\$180.00	\$1,200.00	\$0.00
Cargo Tank Facility Review Training Travel	\$2,550.00	\$450.00	\$3,000.00	\$0.00
Cargo Tank Inspection Training Travel	\$6,630.00	\$1,170.00	\$7,800.00	\$0.00
Advanced Officer Training Travel	\$4,999.70	\$882.30	\$5,882.00	\$0.00
<b>Subtotal for Program Travel</b>	<b>\$227,522.33</b>	<b>\$40,151.02</b>	<b>\$267,673.35</b>	<b>\$25,221.00</b>

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
<b>Subtotal for Equipment</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Office Supplies	\$12,546.00	\$2,214.00	\$14,760.00	\$0.00
Recruit School Supplies	\$82,427.90	\$14,546.10	\$96,974.00	\$0.00
Uniform Supplies	\$17,748.00	\$3,132.00	\$20,880.00	\$0.00
Enforcement Personnel In Service Training Supplies	\$2,040.00	\$360.00	\$2,400.00	\$0.00
Part Supplies	\$75,021.00	\$13,239.00	\$88,260.00	\$116,681.00
<b>Subtotal for Supplies</b>	<b>\$189,782.90</b>	<b>\$33,491.10</b>	<b>\$223,274.00</b>	<b>\$116,681.00</b>

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
CVIEW-Plus Software Maintenance & Hosting	\$35,700.00	\$6,300.00	\$42,000.00	\$0.00
inSPECT Software Maintenance	\$22,312.50	\$3,937.50	\$26,250.00	\$0.00
<b>Subtotal for Contractual</b>	<b>\$58,012.50</b>	<b>\$10,237.50</b>	<b>\$68,250.00</b>	<b>\$0.00</b>

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Purchased Services	\$4,335.00	\$765.00	\$5,100.00	\$7,107.00
Rent	\$29,886.00	\$5,274.00	\$35,160.00	\$32,285.00
Telecommunications	\$46,532.40	\$8,211.60	\$54,744.00	\$35,975.00
Fleet	\$648,618.00	\$114,462.00	\$763,080.00	\$638,022.00
SafetyNet Server Maintenance Fees	\$7,548.00	\$1,332.00	\$8,880.00	\$0.00
Single Audit Fees	\$2,125.00	\$375.00	\$2,500.00	\$0.00
CVSA Membership Dues	\$11,985.00	\$2,115.00	\$14,100.00	\$0.00
Fall CVSA Conference Registration Fees	\$2,337.50	\$412.50	\$2,750.00	\$0.00
Spring CVSA Conference Registration Fees	\$2,337.50	\$412.50	\$2,750.00	\$0.00
COHMED Conference Registration Fees	\$1,870.00	\$330.00	\$2,200.00	\$0.00
CVSA Decals	\$2,380.00	\$420.00	\$2,800.00	\$0.00
Recruit School Training Facilities, Purchased Services, Fleet	\$85,338.30	\$15,059.70	\$100,398.00	\$0.00
Training Fees	\$3,274.20	\$577.80	\$3,852.00	\$2,531.00
CSA Phase III Training Room Fees	\$510.00	\$90.00	\$600.00	\$0.00
Passenger Inspection Training Room Fees	\$382.50	\$67.50	\$450.00	\$0.00
Cargo Tank Facility Review Training Room Fees	\$850.00	\$150.00	\$1,000.00	\$0.00
Cargo Tank Inspection Training Room Fees	\$850.00	\$150.00	\$1,000.00	\$0.00
Enforcement Personnel In Service Training Room Fees	\$867.00	\$153.00	\$1,020.00	\$670.00
<b>Subtotal for Other Expenses including Training &amp; Conferences</b>	<b>\$852,026.40</b>	<b>\$150,357.60</b>	<b>\$1,002,384.00</b>	<b>\$716,590.00</b>

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
<b>Subtotal for Direct Costs</b>	<b>\$7,605,087.81</b>	<b>\$1,342,074.33</b>	<b>\$8,947,162.14</b>	<b>\$4,886,871.00</b>
Indirect Cost	\$828,662.16	\$146,234.50	\$974,896.66	\$531,746.00
<b>Total Costs Budgeted</b>	<b>\$8,433,749.97</b>	<b>\$1,488,308.83</b>	<b>\$9,922,058.80</b>	<b>\$5,418,617.00</b>

<b>Comprehensive Budget</b>
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*This Comprehensive Budget is a read-only document. It is a cumulative summary of the Spending Plans from each focus area by budget category.*

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$8,504,873.00	\$1,500,860.00	\$10,005,733.00

- The Total Federal Share budgeted does not equal 85% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 85%.

Cost Summary by Budget Category				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Personnel Total	\$3,392,151.13	\$598,614.91	\$3,990,766.04	\$2,145,241.00
Fringe Benefit Total	\$2,923,639.48	\$515,936.35	\$3,439,575.83	\$1,883,138.00
Program Travel Total	\$229,579.33	\$40,514.02	\$270,093.35	\$25,221.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$189,782.90	\$33,491.10	\$223,274.00	\$116,681.00
Contractual Total	\$58,012.50	\$10,237.50	\$68,250.00	\$0.00
Other Expenses Total	\$855,574.30	\$150,983.70	\$1,006,558.00	\$716,590.00
Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$7,648,739.64	\$1,349,777.58	\$8,998,517.22	\$4,886,871.00
Indirect Costs	\$833,684.36	\$147,120.77	\$980,805.13	\$531,746.00
<b>Total Costs Budgeted</b>	<b>\$8,482,424</b>	<b>\$1,496,899</b>	<b>\$9,979,323</b>	<b>\$5,418,617</b>

**NOTE: Total Costs Budgeted row: Federal Share value rounded down to nearest whole dollar and State Share value rounded up to the nearest whole dollar amount.**


- The Total Federal Share budgeted does not equal 85% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 85%.



STATE OF MICHIGAN  
MICHIGAN STATE POLICE  
MCSAP MAINTENANCE OF EFFORT (MOE) SUBSTANTIATION TEMPLATE  
FEDERAL FISCAL YEAR (FFY): 2015

LEAD AGENCY MCSAP-ELIGIBLE EXPENDITURES for FFY 2015 (October 1, 2014 through September 30, 2015)		FFY 2015 TOTAL MCSAP ELIGIBLE EXPENDITURES <sup>1</sup>
<b>Personnel (Payroll Costs)</b>		
Salary		\$5,843,093.00
Overtime (Allowed Basic and Incentive Funded)		\$215,263.00
Other Payroll Costs ( <i>describe</i> )		
(Specify)		
Subtotal for Personnel		\$6,058,356.00
<b>Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)</b>		
Retirement, Insurance, Dry Cleaning Allowance		\$5,209,912.00
Subtotal for Fringe Benefits		\$5,209,912.00
<b>Program Travel</b>		
Routine MCSAP-related Travel (Lodging/Meal Allowance)		\$75,561.00
Conference Travel		
Training Travel		
(Specify)		
Subtotal for Program Travel		\$75,561.00
<b>Equipment</b>		
<b>Vehicles and Related Vehicle Equipment</b>		
Vehicles		
Other Inspection Vehicle Equipment (Radios, etc.)		
(Specify)		
Subtotal for Vehicles and Related Vehicle Equipment		\$0.00
<b>Non-Vehicle Equipment</b>		
Other Equipment (Not included above)		
(Specify)		
Subtotal for Non-Vehicle Equipment		\$0.00
Subtotal for Equipment		\$0.00
<b>Supplies</b>		
Office Supplies		\$436,512.00
Uniforms and Other Related Supplies		
Computers		
Printers		
(Specify)		
Subtotal for Supplies		\$436,512.00
<b>Contractual (Sub Grantees, Consultant Services, etc.)</b>		
Lease Cost of MCSAP Vehicles		
(Specify)		
Subtotal for Contractual		\$0.00
<b>Other Expenses</b>		
Training Costs (Tuition, materials, etc.)		\$23,550.00
CVSA Decals		
Conferences Costs (Registration fees, etc.)		

STATE OF MICHIGAN  
MICHIGAN STATE POLICE  
MCSAP MAINTENANCE OF EFFORT (MOE) SUBSTANTIATION TEMPLATE  
FEDERAL FISCAL YEAR (FFY): 2015

LEAD AGENCY MCSAP-ELIGIBLE EXPENDITURES for FFY 2015 (October 1, 2014 through September 30, 2015)	FFY 2015 TOTAL MCSAP ELIGIBLE EXPENDITURES <sup>1</sup>
Fuel Costs	
Repair and Maintenance of Vehicles Not Under Contract	
Fleet Cost (Mileage/Repairs)	\$1,419,325.00
Other Purchased Services	\$69,002.00
Mailing Services	\$1,589.00
Rent	\$56,520.00
Communications (air cards, mobile phones, etc.) and Utilities	\$99,095.00
(Specify)	
Subtotal for Other Expenses including Training & Conferences	\$1,669,081.00
<b>TOTAL DIRECT COSTS</b>	<b>\$13,449,422.00</b>
<b>TOTAL APPROVED INDIRECT COSTS</b>	<b>\$1,757,850.00</b>
<b>TOTAL MCSAP ELIGIBLE COSTS EXPENDED</b>	<b>\$15,207,272.00</b>
Federal Grant Funds Expended	<b>\$5,434,528.00</b>
Associated State Matching Funds Expended	<b>\$1,358,632.00</b>
Total Grant Related Funds Expended	\$6,793,160.00
Total MOE Funds Expended	\$8,414,112.00
<b>CERTIFICATION AND VALIDATION OF FFY 2015 MOE EXPENDITURES</b>	
<b>TOTAL MOE BASELINE</b> (MAP-21 Baseline years of 2004 and 2005)	<b>\$3,382,221.00</b>
<b>TOTAL MOE EXPENDITURES</b>	<b>\$8,414,112.00</b>
<p>I hereby certify as follows that the information included in this template is true, accurate and complete. I acknowledge that any knowingly false or misleading statement may be punishable by fine or imprisonment or both under applicable federal law:</p> <p>(1) The State lead MCSAP agency has validated and met the minimum MOE baseline expenditure amount for FFY 2015.</p> <p>(2) All Lead Agency expenditures included in the template are MCSAP-eligible.</p> <p>(3) Supporting documents are available for review by the Federal Motor Carrier Safety Administration upon request.</p>	
<b>NAME AND TITLE OF STATE OFFICIAL :</b> 	<b>DATE:</b> 9-6-16
<b>EMAIL ADDRESS FOR CERTIFYING OFFICIAL:</b> krummm@michigan.gov	<b>PHONE NUMBER:</b> 517-284-3242





STATE OF MICHIGAN  
DEPARTMENT OF STATE POLICE  
LANSING

RICK SNYDER  
GOVERNOR

COL. KRISTE KIBBEY ETUE  
DIRECTOR

### **Certification of MCSAP Conformance (State Certification) – FY 2017**

I, Michael A. Krumm, Commander, Michigan State Police, Commercial Vehicle Enforcement Division, on behalf of the State of Michigan as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
2. The State has designated the Michigan State Police, Commercial Vehicle Enforcement Division, as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and Michigan State Police, Commercial Vehicle Enforcement Division, to perform defined functions under the CVSP. The Lead State Agency has the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.



8. The State must ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.
9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation of the programs to improve motor carrier, CMV, and driver safety.
10. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
11. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
12. The State will (1) establish and dedicate sufficient resources to a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; (2) participate in a national motor carrier safety data correction program (DataQs); (3) participate in appropriate FMCSA systems including information technology and data systems; and (4) ensure information is exchanged in a timely manner with other States.
13. The State will ensure that the CVSP, data collection, and information data systems are coordinated with the State highway safety improvement program under sec. 148(c) of title 23, U.S. Code. The name of the Governor's highway safety representative (or other authorized State official through whom coordination was accomplished) is Mr. Michael L. Prince, Director, Michigan State Police, Michigan Office of Highway Safety Planning.
14. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
15. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.
17. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C 13902, 31134, and 49 CFR § 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
18. The State will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139 and 49 CFR part 387.

19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
24. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
25. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
26. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.319 and 350.329

Date 7-12-16

Signature Capt. Michael A. Krumm  
Michael A. Krumm, Commander  
Michigan State Police  
Commercial Vehicle Enforcement Division





STATE OF MICHIGAN  
DEPARTMENT OF STATE POLICE  
LANSING

RICK SNYDER  
GOVERNOR

COL. KRISTE KIBBEY ETUE  
DIRECTOR

June 30, 2016

State Certification of MCSAP Compliance:

I, Michael A. Krumm, Commander, on behalf of the state of Michigan (State) as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. 31102, as amended, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety rules and regulations that are compatible with the FMCSRs and the HMRs.
2. The State has designated (name of State CMV safety agency) as the lead agency to administer the CVSP for the grant sought and (names of agencies) to perform defined functions under the plan. These agencies have the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws or regulations.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws or regulations in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs declare their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State must maintain the average aggregate expenditure of the State lead agency responsible for implementing the CVSP, exclusive of Federal assistance and State matching funds, for CMV safety programs eligible for funding under the Basic program at a level at least equal to the average level of that expenditure for fiscal years 2004 and 2005. These expenditures must cover at least the following four program areas, as applicable:
  - a. Motor carrier safety programs in accordance with 49 CFR 350.109.
  - b. Size and weight enforcement programs in accordance with 49 CFR 350.309(c)(1).
  - c. Drug interdiction enforcement programs in accordance with 49 CFR 350.309(c)(2).
  - d. Traffic safety programs in accordance with 49 CFR 350.309(d).



June 30, 2016

9. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
10. The State will ensure that violation fines imposed and collected by the State are consistent, effective, and equitable.
11. The State will establish a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; participate in a national motor carrier safety data correction program (DataQs); participate in appropriate FMCSA systems; and ensure information is exchanged in a timely manner with other States.
12. The State will ensure that the CVSP, data collection, and information systems are coordinated with the State highway safety program under title 23, U.S. Code. . Mr. Michael Prince is the Governor's highway safety representative.
13. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
14. The State will ensure that MCSAP agencies have departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
15. The State will ensure that requirements relating to the licensing of CMV drivers are enforced, including checking the status of CDLs.
16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspection.
17. The State will enforce operating authority requirements under 49 CFR 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.
18. The State will enforce the financial responsibility requirements under 49 CFR part 387 as applicable to CMVs subject to the provisions of 49 CFR 392.9a.
19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops.
22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. 31315(b) as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.

  
**MICHAEL A. KRUMM, CAPTAIN**  
Commander  
Commercial Vehicle Enforcement Division

Date: 6-30-16

**MICHIGAN FY 2017**  
**REGULATORY COMPATIBILITY REVIEW**

On behalf of the State of Michigan, I, Michael A. Krumm, Commander of the Michigan State Police, Commercial Vehicle Enforcement Division, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. 31102, as amended, do hereby certify as follows:

1. A complete review of all Michigan laws and regulations was conducted as required in 49 CFR 350.213(1) to determine compatibility with the Federal Motor Carrier Safety Regulations. Michigan adopts the Federal Motor Carrier Safety Regulations and the Federal Hazardous Materials Regulations directly into state law.
2. Michigan laws and regulations are currently compatible with the Federal Motor Carrier Safety Regulations and the Federal Hazardous Materials Regulations.

Capt. Michael A. Krumm DATE: 6/30/16  
MICHAEL A. KRUMM, CAPTAIN  
Commander  
Commercial Vehicle Enforcement Division