

MONTANA

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

Date of Approval: Jan 09, 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.

Montana Department of Transportation (MDT) Mission Statement

Our guiding mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment.

Motor Carrier Services Division (MCS) Mission Statement

The Motor Carrier Services Division protects Montana's and the Federal government's investment in Montana's highway system and assures the safety of the traveling public through customer service oriented regulation of the commercial motor carrier industry and enforcement of state and federal commercial motor carrier laws and regulations.

Montana Highway Patrol (MHP)

The Montana Highway Patrol (MHP) provides CMV traffic enforcement for Montana. The mission of the Montana Highway Patrol is to focus on safeguarding the lives, property, and constitutional rights of people traveling the ways of our State.

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 Montana Department of Transportation (MDT) is the lead MCSAP agency for Montana and the MCS (Motor Carrier Services) Division manages the program. MDT/MCS enforcement officers within the Enforcement Bureau conduct weigh station/POE driver and vehicle inspections at eighteen continuously operated and thirteen intermittently operated weigh stations, as well as various other roadside locations across Montana. As a normal part of MCS enforcement procedures, officers routinely check drivers for alcohol usage, appropriate driving credentials, driver and vehicle out-of-service status, as well as carrier financial responsibility, operating authority and federal out-of-service status.

During each CVSA inspection, MCS officers utilize NLETS to verify the validity of the driver's CDL, and they are also trained to confirm the class of the CDL is correct for the CMV driven. Alcohol breath testing devices are issued to all MCS officers. All MCS officers are recertified annually in the detection and testing for alcohol.

In addition, eight MCSAP investigators within the Operations Bureau complete carrier investigations, as well as CMV inspections at various locations across the state. As of the date of this grant application the MCSAP section has seven certified investigators. The MCSAP unit has 1 investigator currently working through the inspector certification process. The inspector should complete their training and certification process by the end of the first quarter of FFY 2017. The MCSAP unit also has one other vacancy as of this grant application. The MCSAP team uses the Safety Management System (SMS) in the Activity Center for Enforcement (ACE) to identify intrastate and interstate carriers for investigation. During each investigation, MT investigators confirm and document financial responsibility for intrastate and interstate carriers. Montana's MCSAP investigators will continue to use off-site, onsite and comprehensive carrier investigations to confirm carrier compliance throughout the State during FFY 2017.

Over 210 Montana Highway Patrol officers enforce CMV traffic and drug and alcohol laws. Currently, 55 of these MHP officers conduct level III driver inspections as the result of CMV traffic stops.

During each CVSA inspection MHP (Montana Highway Patrol) officers utilize NLETS to verify and validate the driver's CDL, MHP officers are also trained to confirm the class of the CDL is correct for the CMV driven. MHP officers are trained in alcohol and drug interdiction as a normal part of their duties, and take appropriate enforcement action when detected. As of 2004, MHP has been sending officers to Desert Snow drug interdiction training and as of this draft plan approximately 120 officers have participated in the training. Over the last year or so funding for the training has been limited. Because of the funding issues, MHP has not been able to send any officers to the training during 2016 FFY. All officers routinely check drivers for presence of alcohol and drugs during all CMV traffic enforcement stops and if necessary, take appropriate enforcement action.

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:

MDT utilizes MCS enforcement officers and MHP officers as a normal part of their routine to check drivers for alcohol usage. Alcohol breath testing devices are issued to all MCS officers. All MCS officers are recertified annually in the detection and testing for alcohol.

Montana's MHP officers are trained in alcohol and drug interdiction as a normal part of their duties, and take appropriate enforcement action upon detection. Annually, MHP is involved in Desert Snow drug interdiction training, which started in 2004. Approximately one hundred twenty MHP officers completed this training as of this FFY 2017 grant application. It should be noted for the second FFY in a row MHP has had funding issues, MHP has not been able to send any officers to the training during FFY 2016. The Montana Highway Patrol does not utilize MCSAP funds for any of their drug interdiction training programs.

Regarding Human trafficking both MCS and MHP officers investigate all passengers during CVSA inspections to insure the passenger is authorized by the carrier. All inspection teams within Montana verify shipping papers and loads during all CVSA inspections.

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

As the MCSAP lead agency, MDT (Montana Department of Transportation), MCS (Motor Carrier Services) Division utilizes roadside driver inspections to identify and place Out-of-Service (OOS) any fatigued or non- qualified drivers. This is an itegral part of our crash reduction plan. MCS officers and MCSAP inspectors use CVIEW, Query Central and/or ISS for roadside inspection screening to identify potential issues with registration, federal out-of-service orders, operating authority and financial responsibility. All discovered CMV's authority or registration violations are enforced through Federal regulations adopted by Administrative Rule to include placing the interstate and intrastate CMV out of service at the roadside.

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.*

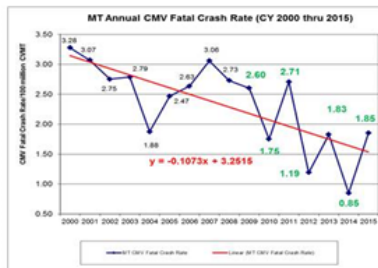
Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

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	26	1.68	1.85
01/01/2014	12/31/2014	14	1.78	0.85
01/01/2013	12/31/2013	20	1.88	1.83
01/01/2012	12/31/2012	13	1.97	1.19
01/01/2011	12/31/2011	25	2.06	2.71

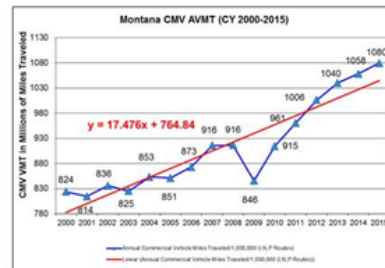
Enter the source and capture date of the data listed in the table above:

SafetyNet 06/3/16 MDT Traffic Data Collection and Analysis Traffic Databases (06/27/2016) MDT HPMS Database (06/27/2016)

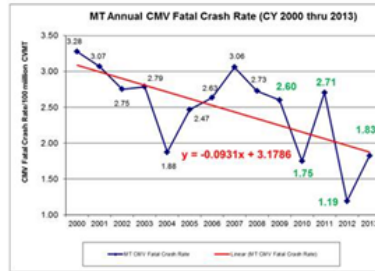
Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.



GRAPH 1



GRAPH 2



GRAPH 3

Montana's fatal CMV crash rate continues to trend downward, as depicted in graph 1 above.

The Montana Department of Transportation/Motor Carrier Services reviewed the Montana CMV fatal crash occurrences per 100 million miles traveled during calendar year 2015. MCS completed this review to confirm our strategies and activities continue to have a positive effect on our CMV crash reduction goals as stated in our 2016 CVSP and beyond. Approximately 3 years ago MCS established a goal as it relates to a fatal crash trend in an effort to establish a true picture of our crash reduction efforts. Until this goal change, MCS found reviewing our previously established goals based on averages or crashes totals proved difficult. MCS management discovered the difficulty when reviewing previous average CMV crash goals in years past. Montana's small number of fatal CMV crash totals fluctuate each year and MCS management found it difficult to track program progress due to these fluctuations when using averages or crash totals year to year.

The graphs above show MDT/MCS effort to reduce CMV crashes have had a positive effect on the number of lives saved. Montana crash rate goal for FFY 2016 is 1.7821 CMV fatal crashes per 100 million miles travelled. The actual fatal crash rate for CY 2015 was 1.85 CMV fatal crashes per 100 million miles travelled. Montana's 2015 fatal crash numbers have increased over 2014 but the state's crash rate trend continues downward. This can be seen in graph 1 above. Using the trendline derived from the addition of CY 2015 crash rate data, the crash rate for the period ending June 30, 2016 is calculated with the revised trendline formula; or $-0.1073 \times 16.5 \text{ years} + 3.2515 = 1.48105$ CMV crashes per 100 million miles travelled, which exceeds the reduction goal for FFY 2016 of 1.7821.

As such, MCS will continue our efforts in carrier education, investigation and roadside inspections to insure carrier safety and compliance with State laws and Federal regulations for interstate and intrastate carriers.

2000 through 2013 Crash Rate Trendline Values forecasted for 2014 through 2018									
CY 2009	CY 2010	CY 2011	CY 2012	CY 2013	CY 2014	CY 2015	CY 2016	CY 2017	CY 2018
2.2476	2.1545	2.0614	1.9683	1.8752	1.7821	1.6890	1.5959	1.5028	1.4097
Equation Factors									
-0.0931				3.1786					

Table 1

MCS will continue to base Montana's fatal crash reductions goal derived from the formula depicted in Graph 1 above, using the projected trend rates shown in Table 1 above. Even though 2015 total number of crashes went up, one should note Montana experienced a significant increase CMV miles traveled in CY 2015, see graph 2 above. MCS concluded that Montana's CMV safety efforts have made great strides in reducing CMV fatal crash rate. As such, Montana will continue to apply the same strategies in an effort to continue to reduce fatal CMV related crashes throughout FFY 2017. Therefore, the Montana CMV Fatal Crash rate goal is 1.5959 and 1.5028/100million CMV miles travelled for CY 2016 and CY 2017, respectively. This forecast represents a 5.8% annual fatal CMV crash rate reduction.

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: Actual # Fatalities

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	1		
01/01/2014	12/31/2014	0		
01/01/2013	12/31/2013	1		
01/01/2012	12/31/2012	2		
01/01/2011	12/31/2011	2		

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

SafetyNet 06/03/2016 Montana Bus Crash summary for CY 2011 through 2015 fatality numbers matched SafetyNet numbers.

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

MCS did not choose to make a fatal crash goal for motor coach/passenger vehicles because Montana's fatal crash numbers are so small. MCS will continue to confirm passenger carriers and motor coaches are compliant with applicable safety regulations. MCS crash reduction strategies have been used for the past five FFY's. MCS is confident our focused passenger carrier crash reduction strategies will have a significant effect on the overall number of passenger crashes in Montana, with the intent of indirectly reducing or preventing the number of fatal crashes.

Montana continues to complete all MAP21 passenger carrier investigations within the three year time frame as mandated by congress. MCS will continue to work with the Montana Office of Public Instruction to confirm all school bus operations in the state are compliant with the all safety regulations that apply to their operation while transporting students within the state.

During FFY 2016, MCS has conducted multiple passenger carrier inspections at the carrier's place of business. These inspections are conducted announced and unannounced throughout Montana. As of this grant application MCS inspection teams have conducted 5 inspection events at the carrier place of business and will continue these types of passenger carrier inspections. MCS will also continue to participate in any FMCSA passenger carrier inspection specials as resources allow during FFY 2017.

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: Actual # Fatal 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	1		
01/01/2014	12/31/2014	1		
01/01/2013	12/31/2013	0		
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:

SafetyNet 6/12/2016

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

As with previous CVSP's MCS has not established an HM fatality or HM crash reduction goal. Montana will continue our HM crash review program established to confirm the safety compliance of HM carriers who were involved in crashes. Our process requires MCSAP management staff to review all crashes involving HM. The HM carrier's SMS scores along with the crash information are reviewed to confirm the carrier has favorable roadside score. If during the review of the carrier's roadside performance MCS determines the carrier has failed to comply with applicable regulations, the MCSAP manager assigns the carrier to a MCSAP investigator for a comprehensive investigation. As of this grant application our review process has not lead to any carrier investigations in FFY 2016. It should be noted during FFY 2015 MCSAP inspectors did complete 1 HM carrier investigation the results of the investigation lead to NOCs and final rating of conditional. .

As of this grant application Montana has had 6 crashes involving HM in 2016. If this crash rate continues for the remainder of the calendar year, Montana will end the year with a total of 12 HM crashes. This projected crash total for CY 2016 would be half of Montana's ten year average of 24 HM crashes per year. MCS feels our crash review process and the special HM inspection events conduct throughout the state will continue to reduce HM crashes in the state.

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	2464	641
10/01/2013	09/30/2014	2420	539
10/01/2012	09/30/2013	2593	1030
10/01/2011	09/30/2012	2811	1214
10/01/2010	09/30/2011	1872	676



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



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

State Defined Measurement Period (Include 5 Periods)		Number Of Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2014	09/30/2015	39	68
10/01/2013	09/30/2014	32	56
10/01/2012	09/30/2013	10	19
10/01/2011	09/30/2012	19	39
10/01/2010	09/30/2011	40	49

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

The first table has been populated using information from SafetyNet dated 6/1/2016. Last Table was populated using information sheets filled out by officers during CVSA Operation Safe Driver enforcement specials conducted in high-crash corridors throughout the state during each of the years listed. It should be noted that any increases in Non-CMV traffic enforcement stops shown in a particular year is the result of more traffic enforcement special operations conducted in Montana using MCSAP funds.

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:

Program Activity Plan 1: Conduct 8 PE&A (Public Education and Awareness) workshops for motor carriers and industry associations throughout the state. Use these seminars to inform owners and safety personal of the safety regulations that apply to their specific operation and how these regulations can help save lives and money.

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

Performance Measurement Plan 1: The number of PE&A (Public Education and Awareness) sessions conducted during FFY 2016 compared to the number of sessions stated in Program Activity Plan 1, stated above.

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

Program Activity Status 1: As of the end of the 2nd quarter of FFY 2016 Motor Carrier Services has completed 12 safety presentations. The approximate number of attendees attending these classes was 334. The breakdown of attendees is as follows, owners, managers and some drivers of various types of commercial motor carriers. The transportation associations for which we arranged training sessions include Motor Carriers of Montana, the Auto Dealers Associations, Agriculture Association of Montana and the Montana Loggers Association.

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

MCS will continue to use carrier's DOT information to contact carriers and inform them of our training opportunities in their respective areas. Based on feedback from carriers who have participated in MDT general training sessions over the last seven years, the training classes have been well received. Montana plans to continue educating carriers regarding how compliance with the safety regulations can improve safety, save lives and improve their bottom line. In addition to contacting carriers, MCS has developed relationships with many different associations in the state. Each year many of the associations have an annual meeting and it's during these annual meetings MCS staff provides compliance training. As of the date of this application MCS has completed training with the following associations: loggers, landscapers, Student transportation, contractors, Montana's Motor Carriers and the Auto Dealers.

Activity #2

Activity: Describe Outreach and Education activity conducted:

Program Activity Plan 2: MCS will also distribute the "Getting Started" booklet to new and established intrastate motor carriers, either by hard copy, CD or online, as appropriate..

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

Performance Measurement Plan 2: The total number of "Getting Started" booklets and CD's distributed during FFY 2016.

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

Program Activity Status 2: As of the end of the 2nd quarter of FFY 2016, Montana has distributed over 30 Getting Started booklets to New Entrant carriers, both intrastate and interstate.

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

MCS's "Getting Started" booklet is not only intended to educate "startup" carriers, both Interstate and Intrastate, but also keep established carriers up-to-date with current requirements. MCS will be utilizing these booklets to educate Montana Motor Carriers with the intent of improving safety and carrier compliance.

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.

Program Activity 1: Utilize MHP and MCS personnel to conduct at least 1 TACT-like event in each of the targeted counties during FFY 2016.

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

By increasing our traffic enforcement and CMV inspections in these high crash corridors, identified in A&I, Montana expects to see a decrease in the number of crashes in the Gallatin and Flathead counties. Montana will use 2010 calendar year as a base year. During 2010 the Gallatin County had 30 CMV crashes and Flathead County had seen 38 crashes. MCS hopes to see a 5% reduction in CMV crashes (2) by year end of 2015 calendar year.

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

Program Activity Status 1: As stated in our 1st quarter report, MDT/MCS completed one TACT and inspection special in the Gallatin Canyon (HWY 191). To date, MCS has not completed any other special activities in either of the high crash corridors during the first half of FFY 2016.

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

Montana has utilized these events to educate drivers who operate around CMV's as well as conducting CMV inspections. As far as being able to document crash reductions in this high crash corridor, MCS will review the crash history at the end of the calendar year and compare the totals to the previous years and document our results in the quarterly reports.

Activity #2

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

Program Activity 2: Complete 10% more CMV inspections in the test counties as compared to base year of 2010. The planned total inspection numbers are as follows: 240 for Gallatin County and 35 for Flathead County.

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

By increasing our traffic enforcement and CMV inspections in these high crash corridors, identified in A&I, Montana expects to see a decrease in the number of crashes in the Gallatin and Flathead counties. Montana will use 2010 calendar year as a base year. During 2010 the Gallatin County had 30 CMV crashes and Flathead County had seen 38 crashes. MCS hopes to see a 5% reduction in CMV crashes (2) by year end of 2015 calendar year.

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

Program Activity Status 2: As of the end of the second quarter of FFY 2016 Montana inspection teams conducted 586 CMV inspections in the Gallatin area. This represents 534 more inspections completed in the Gallatin area, than during the same time period in 2009. On HWY 93 North, Montana's inspection teams completed 46 inspections during the 2nd quarter of FFY 2016. This is 6 less inspections completed during the same time period in 2009. As reported in our 1st quarter report MCS Management continues review resource availability in an attempt to meet our goals as laid out in our 2016 CVSP. Please note Montana's inspection teams have increased the total number of inspections completed on HWY 93 when compared to the first quarter of FFY 2016.

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

As of the end of the second quarter, MCS management has assigned inspection team resources to both of these high crash corridors in an effort to confirm carrier and driver compliance with the CMV safety regulations with the ultimate goal of reducing crashes. The results of our efforts as it relates to crash reduction will need to be evaluated at the end of the calendar year.

Basic & Incentive CMV Safety Objectives

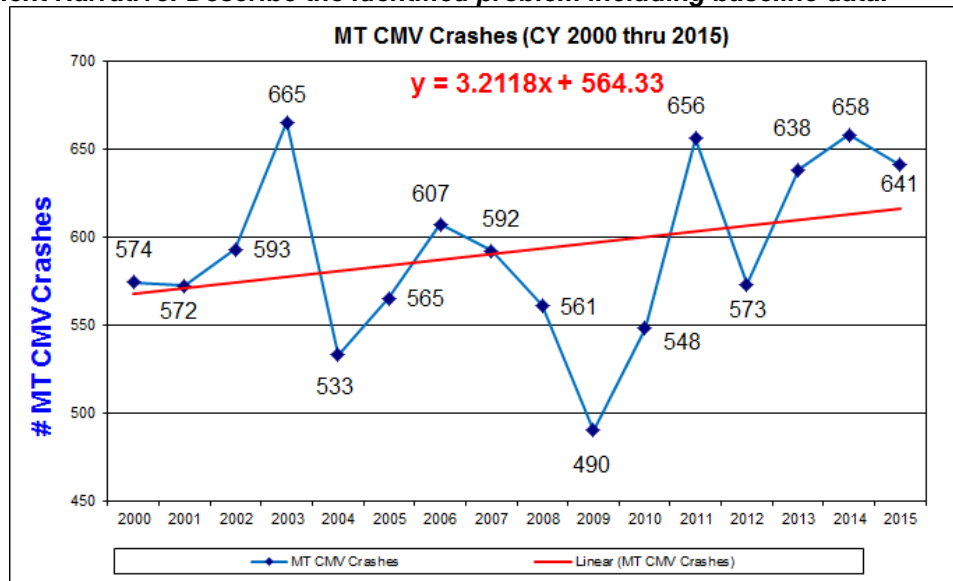
The CMV Safety Program Objectives part allows States to define their goals and objectives for this year's plan, address the national priorities contained in the Notice of Funding Availability (NOFA), and to identify any State-specific objectives for any safety or performance problems identified by the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

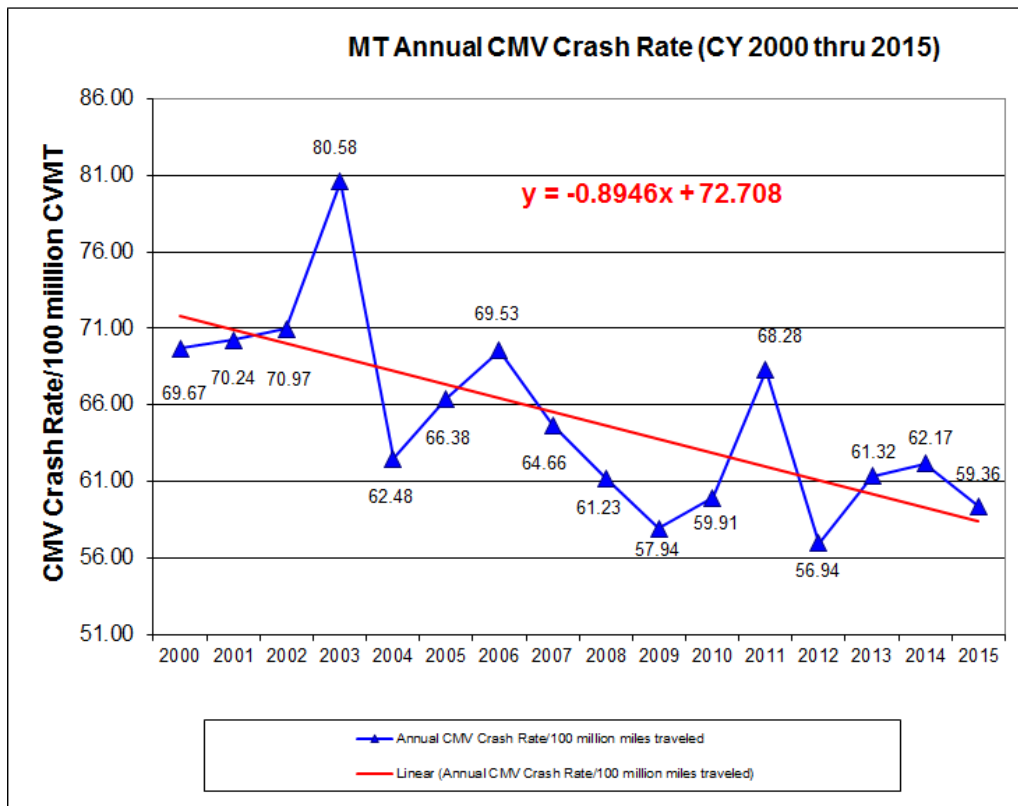
1 - Crash Reduction Goal

Instructions:

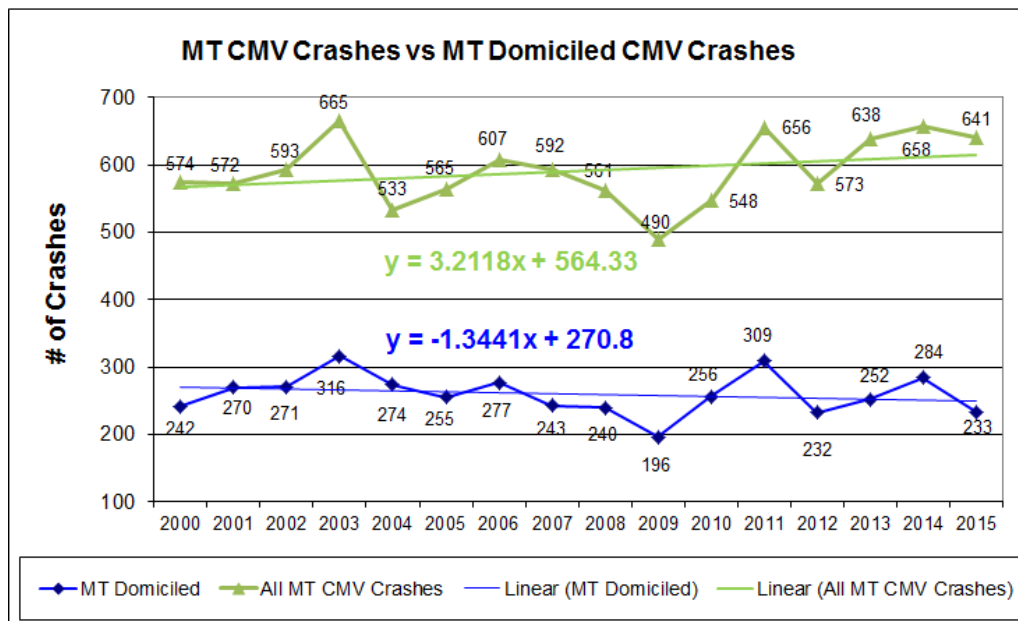
The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicle transportation. The State has flexibility in setting its goal. It can be based on raw numbers (e.g., 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:

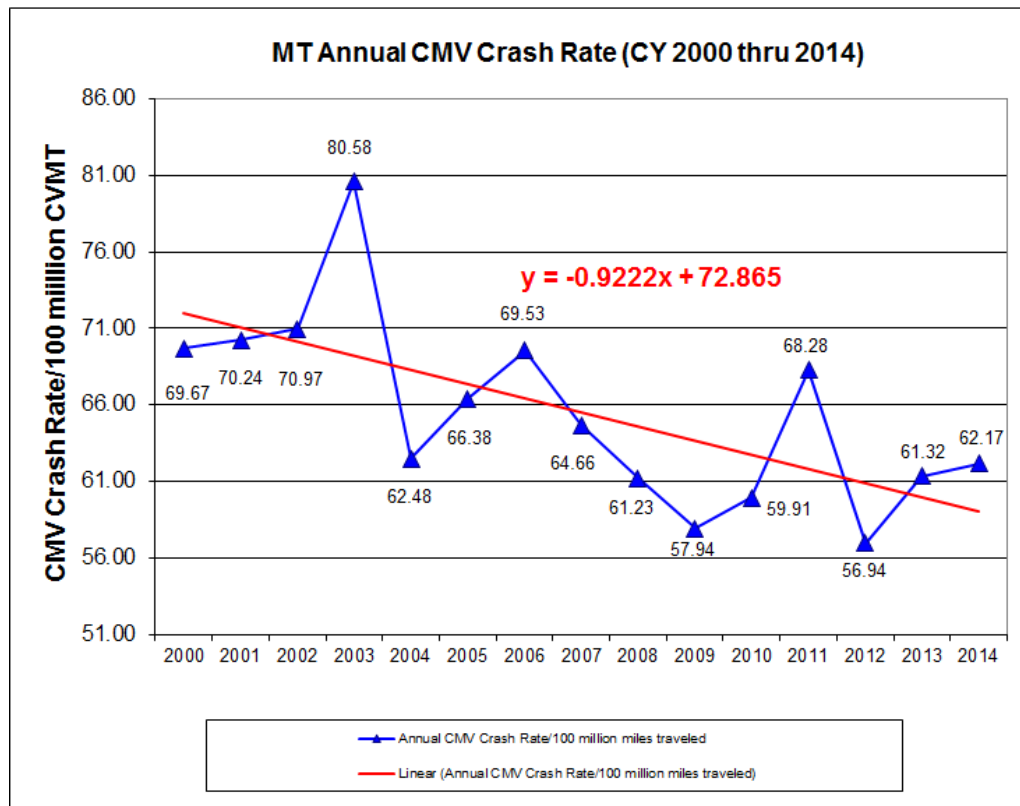




Graph 2



Graph 3



Graph 4

Montana utilizes education, inspection and carrier investigation to improve our crash rate. Our CMV safety teams continue to inform drivers and owners of CMV the benefits of compliance with the CMV safety regulations. To date our efforts have helped improve the state's crash occurrences. During calendar year CY (Calendar Year) 2015 the total number of Montana's CMV crashes went down, compared to CY 2014. However, as mentioned previously in this plan when dealing with relatively small numbers, fluctuation in crash numbers from one year to the next may change dramatically, as a rate of change. To confirm outcomes, one must review multiple years of data to determine a trend. MCS's approach is to use linear regression modeling to establish a trend through each crash data set. MCS started this approach approximately 4 years ago.

In reviewing the linear regression trend line in Montana's total CMV crash data set over a 16 year period, we find the number of CMV crashes is trending upward, as depicted in graph 1 above. Yet, the annual CMV crash rates continue to trend down as shown in graph 2. MCS has determined that this downward trend is due in part to the increase of annual CMV vehicle miles traveled, indicating an increase truck traffic on Montana's highways.

Furthermore, by graphing the annual number of Montana domiciled (Interstate and Intrastate) carrier crashes on Montana highways, the linear regression of the data sets indicates a downward trend, see graph 3 above. MCS has ascertained that this trend is the result of an effectiveness of the Carrier Investigation and New Entrant elements of the state's MCSAP. This supports and validates MCS' program approach as state in paragraph 1 above.

Using the crash rate trend line formula for the 2000 through 2014 crash rate dataset, see graph 4 above, as a baseline, MCS can forecast the crash rate reduction goal for Montana. Using the linear regression formula, $y = -0.9222 \times \text{\#years} + 72.865$, future year crash rate goals may be determined. Therefore the crash rate goal for FFY17, ending September 30, 2017 may be calculated using $y = -0.9222 \times 17.75 \text{ years} + 72.865 = 56.49$. Therefore, Montana's FFY17 crash rate reduction goal is 56.49 CMV crashes per 100 million CMV miles travelled.

Enter Data Source Capture Date:

06/30/2016

Enter Data Source:

SafetyNet 6/1/2016 MDT Planning Division Traffic database (06/2016) MDT Planning Division HPMS database (06/2016)

Enter Crash Reduction Goal

Montana will continue to follow our CMV crash rate reduction goal as established approximately 4 years ago as it relates to the trend line in graph 4 above. Montana's FFY 2017 CMV crash rate reduction goal is 56.50 CMV crashes per 100 million CMV miles traveled.

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.

Statewide Montana Crash Reduction Program Activities

Montana's inspections, safety audits carrier investigations and carrier education programs listed throughout our 2017 plan are all developed to reduce CMV crashes. Montana conducts these activities in an effort to meet our goal as stated above.

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.

Montana will utilize the performance measures listed in the 2017 CVSP national and state specific program elements and report performance progress in each of the quarterly reports. In each report throughout FFY 2017, Montana's MCSAP manager will review Montana's CMV crash totals report the results. In addition, the 2017 Final Report will include the CMV crash rate results as it relates to the crash reduction goal listed above, confirming the outcome of our CMV crash reduction strategies.

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:

A&I updated on Data May 27, 2016

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

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

Data Sources:

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

MDT has deployed a new credentialing system for IRP, IFTA and OS/OW Permitting on July 1, 2016. The new system called ePART (electronic Permitting, Audit, Registration and Taxation) is currently issuing credentials and the IRP and IFTA information is being uploaded and downloaded to and from SAFER. Some Montana Motor Carriers are currently using the online self issuing system for IRP, IFTA and Permits. More Motor Carriers are being enrolled and trained to use the online capabilities and MDT expects to meet the 10% IRP and IFTA transactions issued by Motor Carriers to meet the ITD core certification requirement sometime during the first quarter of FFY 2017.

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.

Montana's overall SSDQ status has been all green or good and has remained that way for over the past 5 years. MCS has a dedicated SafetyNet manager who monitors Montana data daily and the SSDQ status on a weekly basis. MCS will continue to use this resource along with MCS management team to maintain our green/good rating throughout FFY 2017. As a result of MDT/MCS assigned resources allocated to monitoring our data and our overall 5 year track record of green or good status we will not establish any new Data Quality strategies in our 2017 CVSP.

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.

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.

3 - Passenger Carrier Enforcement

Instructions:

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

Check this box if:

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

Problem Statement Narrative: Describe problem identified by performance data.

Montana's Passenger carrier vehicle crash average numbers over the last 5 calendar years is 37 as reported in SafetyNet. A review of SafetyNet passenger vehicle crash records for calendar year 2015 listed 36 total crashes, one less than our 5 year average. Previous reviews of passenger crashes completed by MCS management staff has shown over 45% of all passenger carrier vehicle crashes within Montana involve student transportation carriers and government owned student transportation while operating in a home-to-school, school-to-home operation. Furthermore from 2009 through 2012 Montana has averaged 33 passenger vehicle crashes per year, of those 55% were in student transportation. A review of calendar year 2015 passenger vehicle crashes listed in SafetyNet show over 72 % of the crashes that occurred in Montana where either student transportation in a home to school/school to home operation or government owned transit carriers operating in a city.

During FFY 2016 to date, Montana investigators have completed comprehensive carrier investigations on all MAP21 passenger carriers in the state. In an effort to reduce the student Transportation crashes MCS has conducted five education and awareness training class with Montana's Student Transportation association, educating drivers and managers about the safety regulations that apply to their type of operation.

Also during the first half of FFY 2016 MCS management has worked with the Office of Public instruction (OPI) to begin the process of writing new student transportation rules that are intended to adopt CFR 395 for all types of student transportation to include home to school/school to home for all carriers including government student transportation.

During FFY 2016, MCS has conducted multiple passenger carrier inspections at the carrier place of business. These inspections are conducted announced and unannounced throughout Montana. As of this grant application MCS inspection teams have conducted 5 inspection events at the carrier place of business and will continue these types of passenger carrier inspections.

During FFY 2017, MCS will use our resources to improve roadside compliance of passenger carriers in the state and affect change in the crash trend through passenger carrier investigations. MCS officers and inspectors will continue to ensure passenger carrier compliance using standard vehicle inspection and carrier investigation. As with previous years, MCS will participate in FMCSA passenger inspection specials as resources allow.

During the week of September 20th 2015 MCS MCSAP investigators participated in FMCSA's Enhance investigation training. Montana's investigators continue to use the investigation techniques during our investigations passenger carriers.

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

MDT/MCS will continue to improve motor coach safety within the state by maintaining MCS enforcement officer and MCSAP inspector passenger vehicle CVSA certifications and by conducting two motor coach destination inspection specials. Twenty-two MDT bus inspectors will complete their certification by September 30, 2017. In addition, MDT will use the information gained from motor coach specials, crash analyses and public complaints to identify passenger carriers for CSA investigations. MDT will work in concert with the state's FMCSA office to enforce those violations identified during passenger carrier investigations.

FMCSA should note, Montana's MCSAP work unit established a passenger vehicle inspection policy during carrier investigation and Safety Audits back in August of 2011. Montana will continue to follow the policy and procedures set for by FMCSA and Montana's MCSAP management in an effort to confirm passenger carriers and vehicle are safe and compliant.

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.

Program Activity Plan 1: MCS will perform a minimum of 204 motor coach inspections in order to maintain passenger vehicle CVSA certification of 11 MCS officers and 6 MCSAP inspectors.

Program Activity Plan 2: MCS Enforcement will schedule and conduct 2 motor coach destination special enforcement operations within FFY 2016.

Program Activity Plan 3: Complete three at-risk passenger carrier interventions as resources allow during FFY 2016.

Program Activity Plan 4: Continue to complete all MAP-21 passenger carrier investigations within the 3 year time frame as mandated by congress.

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.

Performance Measurement 1: Complete a minimum of 204 passenger vehicle inspections and maintain CVSA motor coach certifications for 17 MCS inspectors.

MCSAP Manager will report the number of inspections completed in the 3rd and final report for 2017. The information will include the number on inspections completed and how the total number of inspections affected MCS inspection team certifications.

Performance Measurement 2: The number of multi-day motor coach safety compliance specials completed during the tourist season, concentrating on tourist locations.

Compare the number of motor coach inspections to the two previous FFY's. The MCSAP Manager will determine if this special had a positive effect on the overall crash rate of passenger carriers in the State during the FFY and report the results to FMCSA in the 3rd and 4th quarter CVSP reports.

Performance Measurement 3: The total number of at-risk passenger carrier interventions completed during FFY 2017.

The MCSAP manager will determine the number of passenger interventions completed during FFY 2017, compare this total to the previous 3 years, and confirm carrier compliance improvement over this period of time. Report these results in the 2nd and 4th quarter CVSP reports.

Performance Measurement 4: The number of passenger carrier investigations completed during FFY 2017.

The MCSAP manager will report the total number of carrier investigations completed during FFY 2017 in the 3rd and 4th quarter CVSP reports.

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

Instructions:

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

Check this box if:

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85% of carriers operating under a federal Out-of-Service (OOS) order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities. If this box is checked, no additional narrative is necessary..

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

63

Performance Objective: Enter performance objective(s).

As of the June, 2016 FMCSA provided Motor Carrier Services with an OOS catch rate report stating Montana's inspection teams catch rate for FFY 2016 through April is 83%. A review of the SafetyNet reports MCS management pulls each month revealed our OOS catch rate for FFY 2016 rate at 63% through the month of May. Montana will continue to measure our OOS catch rate based on all OOS carriers inspected. Montana's CMV inspection teams encounter on average an estimated 13 OOS carriers annually. This means if two OOS carriers are overlooked during the inspection process Montana will not meet our goal in a given FFY.

MCS management team will continue monitoring our percentage based on all Federal Out of Services listed in MCMIS. MCS will also continue to review the OOS catch rate monthly using a query from SafetyNet. During Montana's evaluation process, MCS management has discovered the challenge of connectivity during roadside inspections. Montana has several large areas without any type of cell service and at times this has negatively affected our OOS catch rate. MCS management will continue to utilize our monthly SafetyNet query to identify inspectors' ability to catch vehicles operating on a federal out-of-service order and assure CMV's are placed OOS. MCS will also continue to communicate to our inspection teams MCS management's expectation. Montana's expectation of all Federal OOS will be noted and the associated vehicle will be placed out service during FFY 2017

New procedures will be implemented by MCS during roadside inspections in areas with no cell service during FFY 2017. The process will include, MCS patrol officers contacting weight stations via radio communications when computer connectivity is unavailable. MCS officers in the weigh stations will confirm carrier information for the roadside officer in real time during roadside inspection. It should be noted MCS utilizes Montana's enforcement dispatch to confirm CDL, wants and warrants of the CMV driver during roadside inspections. If weigh stations officer is unavailable MCS officers will also have enforcement dispatch query the vehicle plate in NLETS in an effort to retrieve carrier DOT status.

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

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

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

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

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

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

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

The State of Montana is not meeting the FMCSA OOS catch rate as described in the 2017 NOFA. As of this plan draft, MCS's OOS catch rate average is 63%. Although this is an improvement, MCS's goal is all (100%) federal OOS CMV's are placed OOS at the time of inspection. It should be noted Montana plans to meet the established goal by the end of FFY 2017.

MDT/MCS has accepted the predetermined OOS catch rate goal of 85% and will exceed this goal by the end of FFY 2017. As of this application Montana will need to improve our catch rate by 22% or 1 more noted OOS inspection to meet FMCSA's goal, assuming Montana's inspection teams continue to contact the average annual number of OOS carriers (13) in FF 2017. During 2017 FFY MCS management will work with our roadside inspection teams to improve Montana's OOS catch rate from our current average of 63% and exceed the FMCSA goal of 85%. MCS management will ensure this improvement through monthly queries we developed using SafetyNet data.

Program Activity Plan 1: MCS management will review the FOOS report generated monthly from SafetyNet to determine the number of FOOS carriers inspected in Montana. MCS management will encourage best practices such as the use of, CVIEW and Query Central in order to confirm and enforce NAS Federal OOS requirements during the inspection process. The FOOS inspection status information identified from the SafetyNet queries will be communicated to officers at the roadside monthly, through their supervisor.

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.

Performance Activity Measurement 1: Montana Federal OOS catch rate to exceed FMCSA goal of 85% by the end of FFY 2017.

Montana's MCSAP manager will report Montana catch rate percentage in each CVSP Quarterly report during FFY 2017.

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.

Montana understands HM compliance associated with CMV's and drivers who operate in the Bakken Oil Fields, should continue to be monitored. A review of the violations discovered in the Bakken area over the last 3 years shows the violations discovered are continuing to increase, in spite of the fact that CMV traffic is greatly reduced over the past 2 years. In order to confirm HM carrier compliance, MCS will conduct one special enforcement operation in the northeast corner of the State on those CMV's, drivers and carriers who are operating between MT and ND. Montana will also increase the total number of HM inspections conducted in the Bakken area by 20% (396) as compared to 2009. This additional step will help assure that carriers and vehicles are compliant with the HM regulations in the Bakken area. The information collected during the special HM inspection operation and the additional inspections will allow MCSAP Management to gain a better understanding of HM compliance associated with the carriers, CMV's and drivers operating in the area. In addition, to the Bakken Oil field CMV inspections, Montana will ensure all officers and inspectors will become HM certified or maintain their certification during FFY 2017. All new MCS officers and MCSAP inspectors hired during FFY 2017 will attend and complete Bulk and Non-Bulk HM courses.

Montana's has identified a weakness with in our MCSAP unit. Approximately 10 months ago MCSAP personnel requested to attend a cargo tank manufactures and repair facilities investigation class, because no one in our state could complete these types of investigations, to include our Montana FMCSA partners. In an effort to remedy this weakness Montana has a preapproved out of state travel for one of our MCSAP investigators to attend a NTC Cargo Tank inspection class when one comes available. It should be noted the investigator set to attend the class is one of Montana's HM instructors.

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

Conduct one HM CMV roadside inspection special during FFY 2017. Increase the number of HM inspection completed in the Bakken area as compared to 2009. Use the HM inspections and inspection specials to confirm HM regulation compliance of carriers and driver in the Bakken area. Maintain HM inspection certification of all existing MCS inspectors and officers during 2017. Train and certify all new MCS officers and inspectors during FFY 2017.

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

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

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☐ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☐ **Conduct 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.

Program Activity Plan 1: Assure that all qualified MCS roadside inspection personnel maintain Hazardous Material roadside inspection certification during the FFY 2017.

Program Activity Plan 2: Conduct a minimum of 10 on site comprehensive HM carrier investigations during FFY 2017.

Program Activity Plan 3: Conduct one HM roadside inspection compliance specials in northeast corner of the State during FFY 2017.

Program Activity Plan 4: Increase the number of HM inspections completed in the Bakken Oil field by 20% to 396, compared to 2009.

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.

Performance Measurement 1: All qualified MCS roadside inspection personnel maintain CVSA HM certifications for basic, bulk and Non-bulk HM inspections, including related OJT (On the Job Training).

MCSAP manager will utilize FMCSA 2nd and 4th quarter reports to report recertification progress of MCS inspection staff. In addition to recertification updates the MCSAP Manager will also report the number officers and/or inspectors who have completed

Performance Measurement 2: The total number of HM investigations completed by MCSAP investigators during FFY 2017.

The MCSAP manager will report the total number of Hazmat investigations, cargo tank and other bulk packaging inspections completed in the 2nd and 4th quarterly reports. MCS management will evaluate the type and number of violations discovered during carrier investigations to determine if more resources need to be allocated to HM carrier compliance in future FFY's

Performance Measurement 3: The total number of Bakken HM roadside inspection specials completed during FFY 2017.

The MCSAP Manager will evaluate the carrier compliance issues discovered during the inspection special to determine if more investigations or inspections are needed to assure carrier compliance. MCSAP Manager will report the total number of violations and inspections completed during the Bakken Oil Field HM inspection operations. Details related to the evaluation will be reported in the 4th quarter report.

Performance Measurement 4: The total number of Bakken HM roadside inspection completed during FFY 2017 compared to FFY 2009.

The MCSAP Manager report the number of inspection completed in the Bakken area in FFY 2017 as compared to 2009 in each of the CVSP quarterly reports.

6 - State-Identified Objective (Optional)

Instructions:

Describe any other identified State-specific objectives.

State Objective #1

Enter the title of your State-Identified Objective.

MCS management has reviewed crash data in A&I and in Montana's own new SIMS (Safety Information Management System). We did this to confirm our resources are utilized in the most efficient and effective way to reduce CMV crashes in Montana. The review of the 2 databases revealed that the same previously discovered high CMV crash corridors Flathead County (US 93 North) and Gallatin County (US 191) as still being a problem.

Problem Statement Narrative: Describe problem identified by performance data.

Montana's two high crash corridors in Flathead County (US 93 North) and Gallatin County (US 191) will continue to challenge MCS. These roadways are two lane highways with intermittent passing lanes. Both of these corridors/highways lead to vacation destinations. As such, both highways have a high percentage of recreational traffic and construction improvement projects underway, particularly during the Summer. Over the last 5 years these counties have been experiencing an average of 34 CMV crashes per county per year. Data source - A&I and SafetyNet.

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

By increasing our traffic enforcement and CMV inspections in these high crash corridors, identified in A&I, Montana expects to see a decrease in the number of crashes in the Gallatin and Flathead counties. Montana will continue use 2010 calendar year as a base year. During 2010 the Gallatin county had 30 CMV crashes and Flathead county had seen 38 crashes. MCS goal to see a 10% reduction in CMV crashes (3) by year end of 2018 calendar year, as a result of the planned special enforcement operations.

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).

Program Activity 1: Utilize MHP and MCS personnel to conduct at least 1 TACT-like event in each of the targeted counties during FFY 2017. Program Activity 2: Complete 10% more CMV inspections in the test counties as compared to base year of 2010. The planned total inspection numbers are as follows: 240 for Gallatin County and 35 for Flathead County. Program Activity 3: Completed three carrier investigations who operate predominantly in the identified high crash corridors.

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.

Program Activity Measure 1: The number of TACT-like operations conducted during FFY 2017. The MCSAP manager will report the number of Non-CMV and CMV contacts made during the TACT event. In addition, the MCSAP manager will also report the outcome of the contacts, the number and type of citations or warnings given during each event. Program Activity Measure 2: Number of inspections completed in each of the counties during FFY 2017. The MCSAP manager will report the type and number of inspections completed in each of the quarterly reports of 2017. Program Activity Measure 3:

The total number of investigation completed on carriers in high crash corridors The MCSAP manager will report the total number of investigation completed in the 4th and final MCSAP quarterly reports.

State Objective #2

Enter the title of your State-Identified Objective.

MCS management will continue to monitor the Montana Department of Transportation (MDT) safety and crash management system SIMS (Safety Information Management System) to evaluate current CMV fatal and serious crash data on roadways or counties not processed through FMCSA crash data systems (A&I). To confirm Montana' CMV crash reduction team's resources are working in the correct areas as FFY 2017 progress.

Problem Statement Narrative: Describe problem identified by performance data.

MCS will confirm its limited safety resources are utilized on the most appropriate CMV high crash corridors.

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

MCS will utilize MDT's SIMS to review and analyze current CMV fatal and serious crash information during FFY 2017 to confirm our limited resources will be directed to the most appropriate high crash corridor(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 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).

Program Activity 1: During the second quarter of 2017, MCS will evaluate statewide serious and fatal CMV crash information using SIMS to identify and prioritize statewide high crash corridors and confirm whether the previously identified corridors are most appropriate. Program Activity 2: If the results of the evaluation identify higher priority crash corridors, MCS intends to adjust the performance objectives to fit higher priority corridor(s) and redirect resources as necessary.

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.

Program Activity Measure 1: Confirmation of crash corridor identification. MCSAP manager will report the findings in the 2017 second quarterly report. Program Activity Measure 2: MCSAP manager will report any changes in program objectives or redirection of resources in the third quarter if necessary and report the changes in the third quarter MCSAP report 2017 quarterly report.

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.

Approximately fifty four MCS Enforcement officers operate fourteen weigh stations continuously and thirteen weigh stations intermittently. Furthermore, twenty MCS officers operate mobile vehicles across the state. In addition, 5 Captains and 3 Lieutenants conduct safety inspections to maintain their Level 1 certification. Currently four weigh station sites are equipped with a prescreening system called 360 SmartView, which includes USDOT and License Plate readers (cameras) and infrared axle, tire and wheel screening subsystems. These systems check operating credentials and motor carrier safety information and push vehicle registration and carrier fuel license status and carrier inspection and safety scores to the officer as the CMV approaches the weigh platform. This information is used by officers to identify high-risk carriers, vehicles and drivers for inspection. Officers use the infrared system to identify CMV with possible unsafe brakes, wheel bearings and tires as they approach the weigh stations. The eighty two MCS officers working in the weigh station and in mobile vehicles complete inspections and various other duties related to the weigh station operations, such as size weight enforcement, OS/OW permitting and registration/fuel tax verification. Approximately fifteen percent of MCS officer's time is dedicated motor carrier safety (MCSAP related activities).

Montana will participate and track CMV inspection teams during planned Electronic Logging Device (ELD) National Training Center (NTC) phase I on line training process. Furthermore, MCS will establish key personal within each of their 5 regions as candidates to attend possible ELD out-of-state training offered by NTC as a train the trainer. If the key individuals attend the training MCS will conduct instate training course using our trained individuals to train our inspection teams throughout the state in each of the 5 regions.

MCS management will also begin the process of determining the most efficient and cost effective way to begin to outfit our inspection teams with the ability to receive ELD information at the roadside during inspection for our fixed inspection and roving inspection teams.

Montana utilizes the Montana Highway Patrol to conduct CMV traffic enforcement with inspection throughout Montana. Montana utilizes state funds to pay for the Montana Highway Patrol activities during each FFY. The Montana Highway Patrol and MCS work with a FMCSA approved memorandum of understanding that states the Montana Highway Patrol will conduct 3000 level III inspection each FFY.

Following is the total number of motor carrier safety activities for 2004 and 2005 (CR's SA's and Level 1-5 Inspections):

2004 MT Motor Carrier Safety Activities = 40,684 (34 CR's + 250 SA's + 40,400 Inspections)

2005 MT Motor Carrier Safety Activities = 33,123 (68 CR's + 122 SA's + 32,933 Inspections)

Avg. (2004/2005) MT Motor Carrier Safety Activities = 36,904 [(40,684 + 33,123)/2]

Total Planned 2017 MT Motor Carrier Safety Activities = 41,077 (135 CR's + 290 SA's + 40,652 Inspections)

% Change 2004/2005 to 2017 MT Motor Carrier Safety Activities = +11.3% using the following formula[41,077 (2017 MT Motor Carrier Safety Activities) - 36,904 (Avg. 2004/2005 MT Motor Carrier Safety Activities)] / 36,904 X100.

Therefore, the 2017 planned Montana Motor Carrier Safety Activities exceed the 2004/2005 Average MT Motor Carrier Safety Activities by 11.3% (4,173).

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: MONTANA DOT - MCS

Enter the total number of certified officers in the Lead agency: 82

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1	6000	716	80	6796	18.75%
Level 2	11320	266		11586	31.96%
Level 3	17000	266	30	17296	47.71%
Level 4				0	0.00%
Level 5	451		123	574	1.58%
Level 6				0	0.00%
Sub-Total Lead Agency	34771	1248	233	36252	

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:

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	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Enter the number of non-funded agencies:	1
Enter the total number of non-funded certified officers:	55

Summary

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: MONTANA DOT - MCS					
# certified officers: 82					
Funded Agencies:					
# certified officers: 0					
Number of Non-Funded Agencies: 1					
# certified officers: 55					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	6000	716	80	6796	18.75%
Level 2	11320	266		11586	31.96%
Level 3	17000	266	30	17296	47.71%
Level 4				0	0.00%
Level 5	451		123	574	1.58%
Level 6				0	0.00%
Total ALL Agencies	34771	1248	233	36252	

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.

CMV Traffic enforcement with inspection in Montana is provided by approximately 55 MHP (Montana Highway Patrol), as MHP is the only state agency with traffic enforcement authority. MDT utilizes MHP's state funded expenditures for MCSAP activities as part of the programs state match. Statewide, MHP officers conduct Level III inspections on CMV drivers as a result of traffic stops. The MHP also works traffic enforcement special operations with MCS conducting TACT-like operations in multiple high crash corridors throughout the state. All of Montana's TACT-like events have and will continue to be conducted between 07:00 and 17:00, the highest traffic volume period of the day. The total number of MHP officers participating in these specials has varied from as few as 2 officers to as many as 5.

Following is the total number of motor carrier safety activities for 2004 and 2005 (CR's SA's and Level 1-5 Inspections):

2004 MT Motor Carrier Safety Activities = 40,684 (34 CR's + 250 SA's + 40,400 Inspections)

2005 MT Motor Carrier Safety Activities = 33,123 (68 CR's + 122 SA's + 32,933 Inspections)

Avg. (2004/2005) MT Motor Carrier Safety Activities = 36,904 [(40,684 + 33,123)/2]

Total Planned 2017 MT Motor Carrier Safety Activities = 41,077 (135 CR's + 290 SA's + 40,652 Inspections)

% Change 2004/2005 to 2017 MT Motor Carrier Safety Activities = +11.3% using the following formula: [41,077 (2017 MT Motor Carrier Safety Activities) - 36,904 (Avg. 2004/2005 MT Motor Carrier Safety Activities)] / 36,904 X100.

Therefore, the 2017 planned Montana Motor Carrier Safety Activities exceed the 2004/2005 Average MT Motor Carrier Safety Activities by 11.3% (4,173).

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	3000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	40
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	35

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.

Currently Montana's MCSAP program uses state funds for any MHP officer regular CMV traffic enforcement with inspection expenditures. All officers are funded by Montana state funds, used as part of the state's match. MCSAP funds are used for MHP traffic enforcement operations during traffic stops of CMV's or Non-CMV's in conjunction with a TACT-like operation as described previously in this plan.

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

Montana's FFY 2016 investigation results to date are listed in Table 1, located in the section below Performance Measurement section. The table was downloaded from A&I and provided to FMCSA in Montana's 2016 CVSP 2nd quarterly report. Because of eCVSP functionality limitations, Montana couldn't paste the table here. It should be noted during FFY 2016 the MCSAP work unit has 2 vacancies or 22% percent of our investigators. This same work unit is experiencing a 33% (3) less investigators during this same time period due to the certification process of new investigators.

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.

Montana's MCSAP work unit has been an active participant as a 100% CSA (Compliance, Safety, Accountability state since 2009. Montana utilized the ACE (Activity Center for Enforcement) system to identify at-risk or deficient Montana-based motor carriers in operation. The carriers identified are assigned to one of our 6 MCSAP investigators. As of the date of this grant application, MCS/MCSAP has 1 investigator who is in the process of completing their CMV carrier investigation certifications. In addition, the MCSAP unit currently has two additional vacancies. All interstate and intrastate investigations conducted by State investigators are in full compliance with the CSA model. As of this application Montana along with our FMCSA partners have no MAP21 passenger carrier or high risk investigations that are past due. MCS has utilized Montana's ARM (Administrative Rules of Montana) process to adopted CMV CFR's to include CFR 385 for all intrastate carriers. As a result of the adoption of CFR 385, carriers who receive an unsatisfactory rating as a result of the carrier investigation are now placed put out-of-service until the carrier can provide proof of compliance with the CFR's or State laws discovered and noted in carrier investigations. Montana will conduct 135 various types of investigations on interstate and intrastate commercial carriers intervention as identified by the ACE system during FFY 2017. MCS will identify at-risk interstate/intrastate carriers for investigation, determine appropriate type of intervention, prioritize carrier list; assign carrier interventions to Safety Investigators (SI's); conduct, report and track interventions.

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).

Review Activities FY2016 Q2

Review/Investigation Type	Interstate		Intrastate	
	Actual	Projected (FY)	Actual	Projected (FY)
Rated and Non-Rated Reviews (Excludes CSA & SCRs)				
Non-HM Cargo	5	0	0	0
Passenger	0	0	5	0
HM	0	0	0	0
Rated and Non-Rated Reviews (Excludes CSA & SCRs) Total	5	0	5	0
CSA Investigations				
CSA Offsite Investigations				
Non-HM Cargo CSA Offsite	0	10	0	6
Passenger CSA Offsite	0	0	0	0
HM CSA Offsite	0	0	0	0
CSA Offsite Investigations Sub-Total	0	10	0	6
CSA On-Site Focused Investigations				
Non-HM Cargo CSA On-Site Focused	0	16	0	9
Passenger CSA On-Site Focused	0	0	0	0
HM CSA On-Site Focused	0	0	0	0
CSA On-Site Focused Sub-Total	0	16	0	9
CSA On-Site Comprehensive Investigations				
Non-HM Cargo CSA On-Site Comprehensive	3	18	7	90
Passenger CSA On-Site Comprehensive	1	5	1	5
HM CSA On-Site Comprehensive	4	8	7	12
CSA On-Site Comprehensive Sub-Total	8	31	15	107
CSA Investigations (all Types) Total	8	57	15	122
HM Related Review Types				
Security Contact Reviews (SCRs) Total	2	6	0	0
Cargo Tank Facility Reviews Total	0	0	0	0
Shipper Reviews Total	0	0	0	0
HM-Related Review Types Total	2	6	0	0
All Review Types Total	15	63	20	122
All Review Types Total YTD	25	63	27	122
All Review Types Grand Total	Year-to-Date		Projected	
	52		155	

Data Source: FMCSA Motor Carrier Management Information System (MCMIS) as of 4/1/2016. The data presented in the "Actual" column are accurate as of this date, but are subject to update as new or additional information may be reported to MCMIS following this date. The data presented in the "Projected" column were obtained from the State's CVSP for the corresponding fiscal year.

Montana will identify at-risk motor carriers that require intervention as determined by the SMS (Safety Management System) during FFY

2017. Montana's work unit will work to fill, train and certify the vacant investigators positions by the end of FFY 2017. Because of the vacancies described previously in this section, Montana plans to conduct 135 various types of investigations on interstate and intrastate commercial carriers.

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

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



Our State does not conduct reviews/investigations.

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
Rated and Non-rated Reviews (Excludes CSA & SCRs)		
Non-HM Cargo		
Passenger		
HM		
Rated and Non-rated Reviews (Excludes CSA & SCRs) Total	0	0
CSA Off-Site Investigations		
Non-HM Cargo CSA Off-Site	5	4
Passenger CSA Off-Site		
HM CSA Off-Site		
CSA Off-Site Investigations Sub-total	5	4
CSA On-Site Focused Investigations		
Non-HM Cargo CSA On-Site Focused	9	5
Passenger CSA On-Site Focused		
HM CSA On-Site Focused		
CSA On-Site Focused Investigations Sub-total	9	5
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive	17	65
Passenger CSA On-Site Comprehensive	5	3
HM CSA On-Site Comprehensive	4	12
CSA On-Site Comprehensive Sub-total	26	80
CSA Investigations (all Types) Total	40	89
HM-Related Review Types		
Security Contact Reviews (SCRs)	6	
Cargo Tank Facility Reviews		
Shipper Reviews		
HM-Related Review Types Total	6	0
ALL REVIEW TYPES GRAND TOTAL	46	89

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

4 - Public Education & Awareness

Instructions:

A public education and awareness program is designed to provide information on a variety of traffic safety issues related to CMVs and non-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.:

MCSAP investigators and the MCSAP manager have conducted motor carrier training seminars throughout the State for the past 7 FFY's. We have provided training to approximately 850 carriers who have attended these seminars. Typically, the audience consisted of owners, safety personnel and managers. The MCSAP manager and one assigned CVSA certified MCS (Motor Carrier Services) Division staff member provides training at each session. MCS has identified a pool of 13 staff to potentially assist in P & E workshops. Depending on the attendee needs, usually one MCSAP Investigator or one MCS Officer assist the MCSAP Manager in providing the training and to answer attendee questions. In addition to providing attendees with general carrier safety requirements, we also provide them with details about the SMS carrier and driver scoring system. Investigators also direct carriers to web sites that can provide them with additional information regarding safety regulations and requirements. During some of these sessions, carriers have donated facilities to conduct training. We have also utilized carrier's CMV's to support the training efforts. We have used the CMV's to review and demonstrate load securement regulations. MCS has also developed and implemented a carrier training request log. MCSAP staff use this log to track and later contact carriers who have requested training. Montana plans to continue educating carriers regarding how compliance with the safety regulations can save lives, improve public safety and increase a carrier's bottom line using the following program elements:

- 1) Establish locations, dates and topics to educate carriers throughout the year.
- 2) Utilize a booklet titled "Getting Started." This booklet is not only intended to educate "startup" carriers, both Interstate and Intrastate, but also to keep established carriers up-to-date with applicable safety regulations, laws and administrative rules.
- 3) Continue to provide the Share the Road class (No-Zone program) as resources allow.

MCS intends to continue utilizing these three program elements to improve carrier safety compliance in Montana. Montana's "Getting Started" booklet will be available to all Montana-based carriers through printed form, internet and CD's (Compact Disc). MCS plans to print 200 booklets and CD's and report to FMCSA the number of publications distributed.

In addition, MCS will increase the number of carriers up-to-date with the safety regulations, laws and rules by conducting training workshops at 8 locations statewide. As resources allow, these classes will be offered to all carriers and to associations representing specific carrier types. MDT MCS Operations Bureau MCSAP team continues to attend Comprehensive Highway Safety Plan (CHSP) meetings with the MDT Planning Division. During these meetings, CVSP strategies are discussed, along with CHSP (Comprehensive Highway Safety Plan) emphasis areas. MDT implements these plans to reduce CMV crashes throughout the state.

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	8
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach	0
<input type="radio"/>	<input checked="" type="radio"/>	State Trucking Association Meetings	0
<input type="radio"/>	<input checked="" type="radio"/>	State-sponsored outreach events	0
<input type="radio"/>	<input checked="" type="radio"/>	Local educational safety events	0
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	2

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

Program Activity Plan 1: Conduct 8 PE&A (Public Education and Awareness) workshops for motor carriers and industry associations throughout the state. Use these seminars to inform owners and safety personal of the safety regulations that apply to their specific operation and how these regulations can help save lives and money.

Program Activity Plan 2: MCS will also distribute the "Getting Started" booklet to new and established intrastate motor carriers, either by hard copy, CD or online, as appropriate. **Program Activity Plan 3:** Provide Share the Road and No-Zone training to driver education students in high school throughout the state. To do this MCS will continue to work with OPI (Office of Public Instruction), Motor Carriers of Montana and carriers throughout Montana to line up equipment and trainers as needed.

Program Activity Plan 3 : MCSAP manager will work with Motor Carriers of Montana to provide at least 3 Share the Road program events. (No-Training)

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):

Performance Measurement Plan 1: The number of PE&A (Public Education and Awareness) sessions conducted during FFY 2017 compared to the number of sessions stated in Program Activity Plan 1, stated above.

The MCSAP Manager will report the number of carriers attending safety training classes, the number of state trucking association meetings and the number of public education and awareness sessions. MCS will also request the attending industry participants to fill out a survey at the end of each safety training class to assist in understanding how we might improve the curriculum for future classes. The information will be reported in the 2017 2nd and 4th quarter's CVSP quarterly reports.

Performance Measurement Plan 2: The total number of "Getting Started" booklets and CD's distributed during FFY 2017.

MCSAP Manager will report the total number of booklets and CD's distributed during FFY 2017 in the 2nd and 4th quarter's CVSP.

Performance Measurement Plan 3: The total number of Share the Road and No-Zone classes conducted in Montana during FFY 2017.

MCSAP Manager will report the total number of Share the Road and No-Zone classes conducted during FFY 2016 in the 4th quarter's CVSP report.

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): \$524,035.00

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
Program Manager	1	82	2080	\$31.63	\$53,948.13	\$45,855.91	\$8,092.22	\$0.00
Program Specialist	2	82	2080	\$27.56	\$94,012.67	\$79,910.77	\$14,101.90	\$0.00
Safetynet Manager	1	100	2080	\$23.56	\$49,004.80	\$41,654.08	\$7,350.72	\$0.00
Administrative Support	1	70	2080	\$19.48	\$28,362.88	\$24,108.45	\$4,254.43	\$0.00
Motor Vehicle Inspector	8	80	2080	\$22.92	\$305,111.04	\$259,344.38	\$45,766.66	\$24,233.69
Captains	5	2.7	2080	\$34.03	\$9,555.62	\$8,122.28	\$1,433.34	\$0.00
Lieutenant	3	3	2080	\$28.52	\$5,338.94	\$4,538.10	\$800.84	\$0.00
Enforcement Officers	73	14.1	2080	\$22.42	\$479,999.64	\$407,999.70	\$71,999.95	\$0.00
Sub-Total Salary					\$1,025,333.73	\$871,533.67	\$153,800.06	\$24,233.69
Overtime Information								
Overtime	22	100	20	\$33.63	\$14,797.20	\$12,577.62	\$2,219.58	\$0.00
Sub-Total Overtime					\$14,797.20	\$12,577.62	\$2,219.58	\$0.00
TOTAL PERSONNEL					\$1,040,130.93	\$884,111.29	\$156,019.64	\$24,233.69

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

Personnel expenditures for MDT regular salary activities include one MCSAP Program Manager (\$53,948.13), two MCSAP Program Specialists (\$94,012.67), one MCSAP Safetynet Manager (\$49,004.80), one MCSAP office support (\$28,362.88), and 8 MCSAP Investigators (\$305,111.04). Regular Salaries were based on current salaries and historical percent of time spent on the MCSAP Basic Grant. Regular salary activities include Safety Inspections, Compliance Investigations, education and awareness training, Data "Q"s, and Data Quality. 100% of the MCSAP work unit employee time associated with program safety activities is charged to the Basic Grant, whereas only a portion of Enforcement Officers time is charged to the Basic Grant and only when they are conducting program related safety activities.

Enforcement officers charge to MCSAP Basic Grant when they are conducting Safety Inspections, post-crash safety inspections, CVSA training and travel time, and Safety awareness training. Enforcement salaries were based on current average salaries and historical percent of time charge to the Basic Grant. MDT Enforcement has a total of 82 officers including five Enforcement Captains (\$9,555.62), three Enforcement Lieutenants (\$5,338.94), and seventy three certified Enforcement Officers (assuming 1 unqualified position) (\$479,999.64). Total Regular Salary is \$53,948.13 + \$94,012.67 + \$49,004.80 + \$28,362.88 + \$305,111.04 + \$9,555.62 + \$5,338.94 + \$479,999.64 = \$1,025,333.73.

Overtime expenditures are based on historical expenses and are for post-crash safety inspections, CVSA training and travel time, and Safety awareness training. Overtime is for 22 Enforcement officers for 20 hours at one and one half times their average hourly rate of \$22.42. Overtime hourly rate is calculated at average hourly rate of \$22.42 x 1.5 = \$33.63. Total Overtime is 20 hours x 22 officers x \$33.63 = \$14,797.20.

Total Personnel Costs are \$1,025,333.73 + \$14,797.20 = \$1,040,130.93.

MDT identifies all Montana Highway Patrol (MHP) MCSAP eligible state funded expenditures as state match.

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
Program Manager	63.97	\$53,948.13	\$34,510.62	\$29,334.02	\$5,176.59	\$0.00
Program Specialist	63.97	\$94,012.67	\$60,139.90	\$51,118.92	\$9,020.99	\$0.00
Safetynet Manager	63.97	\$49,004.80	\$31,348.37	\$26,646.11	\$4,702.26	\$0.00
Administrative Support	63.97	\$28,362.88	\$18,143.73	\$15,422.17	\$2,721.56	\$0.00
Motor Vehicle Inspector	63.97	\$305,111.04	\$195,179.53	\$165,902.60	\$29,276.93	\$15,502.29
Captains	63.97	\$9,555.62	\$6,112.73	\$5,195.82	\$916.91	\$0.00
Lieutenant	63.97	\$5,338.94	\$3,415.32	\$2,903.02	\$512.30	\$0.00
Enforcement Officers	63.97	\$479,999.64	\$307,055.77	\$260,997.41	\$46,058.37	\$0.00
Overtime	63.97	\$14,797.20	\$9,465.77	\$8,045.90	\$1,419.87	\$0.00
Sub-Total Fringe Benefits			\$665,371.74	\$565,565.97	\$99,805.78	\$15,502.29

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

MDT's Fringe Benefit rates are submitted annually to our cognizant agency FHWA. MDT has received written approval for the Fringe Benefit rate and it includes the agency's fringe benefits (FICA, Medicare tax, insurance, work comp) and for leave taken (annual, sick leave, holiday, comp time taken). It is equivalent to the FMCSA definition of fringe benefits. **Leave costs taken during the period of performance is not billed directly to the grant.** The rate submitted to and approved by FHWA for SFY 2017 is 63.97%. MDT uses the same Fringe Benefit rate for overtime that it uses for regular time.

Fringe Benefits for regular salary activities include one MCSAP Program Manager (\$34,510.62), two MCSAP Program Specialists (\$60,139.91), one MCSAP Safetynet Manager (\$31,348.37), one MCSAP office support (\$18,143.73) and 8 MCSAP Investigators

(\$195,179.53). Fringe Benefits were based on current salaries and historical percent of time spent on the MCSAP Basic Grant. Fringe Benefit activities include Safety Inspections, Compliance Investigations, education and awareness training, Data "Q"s, and Data Quality. The two MCSAP Program Specialists and 8 MCSAP Investigators calculated based on current average salaries for the positions. MCSAP work unit employees are dedicated 100% to the MCSAP Basic Grant and Enforcement Staff are only eligible when they are doing MCSAP related safety activities.

Enforcement officers charge to MCSAP Basic Grant when they are conducting Safety Inspections, post-crash safety inspections, CVSA training and travel time, and Safety awareness training. Enforcement fringe benefits were based on current average salaries and historical percent of time charge to the Basic Grant. Enforcement has five Enforcement Captains (\$6,112.73), three Enforcement Lieutenants (\$3,415.32), and seventy three certified Enforcement Officers (\$307,055.77). Overtime is based on enforcement officer historical costs at the current fringe benefit rate (\$9,465.77).

Total Fringe Benefit is $\$34,510.62 + \$60,139.91 + \$31,348.37 + \$18,143.73 + \$195,179.53 + \$6,112.73 + \$3,415.32 + \$307,055.77 + \$9,465.77 = \$665,371.75$.

3 - Spending Plan: Travel

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

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Routine MCSAP-related Travel	10	160	\$35,000.73	\$29,750.62	\$5,250.11	\$0.00
Conference Travel	7	18	\$17,628.00	\$14,983.80	\$2,644.20	\$0.00
Training Travel	35	60	\$77,103.59	\$65,538.05	\$11,565.54	\$0.00
State Match Adjustment	0	0	\$0.37	\$0.00	\$0.37	\$0.00
Sub-Total Travel			\$129,732.69	\$110,272.47	\$19,460.22	\$0.00

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

"Routine MCSAP – related Travel" is per diem and lodging costs for safety education, conducting safety inspections, post-crash inspections, and Compliance Investigations. Based on last years of historical costs, MCSAP travel at 100% dedicated personnel is \$19,786.37 and Enforcement travel costs at a percent of time doing safety activities is \$15,214.36. Total Routine Travel is \$19,786.37 + \$15,214.36 = \$35,000.73.

"Conference Travel" includes costs for lodging, per diem, airplane tickets, and transportation between the airport and hotel. Based on last year's costs the average airfare is \$1,000, Lodging averages \$120 per night, Transportation cost between the hotel and airport = \$50, and per diem is \$23.5 per day. Total training travel is \$1,000 airfare + 5 nights x \$120 = \$600 + \$50 transportation from airport + 6 days x \$23.5 per diem = \$141.00 = \$1,791.00 total conference travel cost.

The conferences are:

CVSA Annual Conference - 1 Enforcement officer, 1 Operations Bureau Chief, 1 Project Coordinator - \$1,791.00 total conference travel cost + \$550.00 registration = \$2,341.00 x 3 = \$7,023.00,

CVSA Spring Workshop – 1 Enforcement officer, 1 Operations Bureau Chief, 1 Project Coordinator – \$1,791.00 total conference travel cost + \$550.00 registration = \$2,341.00 x 3 = \$7,023.00,

FMCSA MCSAP Workshop - SafetyNet Manager – \$1,791.00 total conference travel cost,

North American Inspector Championship (NAIC) - \$1,791.00 total conference travel cost,

Total Conference travel costs are \$7,023.00 + \$7,023.00 + \$1,791.00 + \$1,791.00 = \$17,628.00

"Training Travel" includes costs for lodging, per diem, airplane tickets, transportation between the airport and hotel and registration. Out-of-State training travel is for CVSA Inspector training of 2 new MCSAP employees at 100% time dedicated to MCSAP activities and one NTC instructor certification class. Also two new classes that are offered to both investigators and enforcement officers are ELD phase II Training and Compliance Safety Accountability Phase III Training. Out-of-State training travel was based on last year's costs, the average airfare is \$1,000, Lodging averages \$120 per night, Transportation cost between the hotel and airport = \$50, and Per diem is \$23.5 per day. Total out of state training travel is \$1,000 airfare + 4 nights x \$120 = \$480 + \$50 transportation from airport + 5 days x \$23.5 per diem = \$117.50 = \$1,647.50 total training travel cost.

The out of state training classes are:

Cargo Tank Review – 2 New Investigators – \$1,647.50 total training travel cost x 2 employees = \$3,295.00.

Compliance Safety Accountability Phase III Training - 7 Investigators/Enforcement - \$1,647.50 total training travel cost x 7 employees = \$11,532.50.

ELD phase II Training - 5 Investigators/Enforcement – \$1,647.50 total training travel cost x 5 employees = \$8,237.50,

General Hazardous Materials - 2 New Investigators – \$1,647.50 total training travel cost x 2 employees = \$3,295.00.

NTC A&B Training - 2 New Investigators – \$1,647.50 total training travel cost x 2 employees = \$3,295.00.

NTC Carrier Compliance Training - 2 New Investigators – \$1,647.50 total training travel cost x 2 employees = \$3,295.00.

NTC HM Basic - 2 New Investigators – \$1,647.50 total training travel cost x 2 employees = \$3,295.00.

NTC HM Cargo - 2 New Investigators – \$1,647.50 total training travel cost x 2 employees = \$3,295.00.

NTC HM Non-Bulk - 2 New Investigators – \$1,647.50 total training travel cost x 2 employees = \$3,295.00.

NTC Instructor Recertification and Out-of-State Instruction - 1 New Investigator – \$1,647.50 total training travel cost.

Total Out-of-State Training Travel is \$3,295.00 + \$11,532.50 + \$8,237.50 + \$3,295.00 + \$3,295.00 + \$3,295.00 + \$3,295.00 + \$3,295.00 + \$1,647.50 = \$44,482.50.

In State-Training Travel are lodging and per diem costs associated with Compliance Review, MLEA, and Professional Development training for MDT safety investigators and enforcement officers. Compliance Review training provides investigators Carrier Safety

Investigation training, MLEA provides officers basic law enforcement training, and Professional Development training provides employee skills to help them advance through a career ladder in their current positions. Based on last year's historical data, Enforcement travel costs at a percent of time doing safety activities is \$4,141.09.

CVSA training is to provide safety inspection training. Lodging costs associated CVSA training costs are 100%. Training is located in Billings and Helena at \$89 per night. MDT annually holds 4 CVSA classes per year x 20 employees x 4 nights x \$89 = \$28,480.00

Total In-State Training is \$4,141.09 + \$28,480.00 = \$32,621.09.

Total Training Travel is \$44,482.50 + \$32,621.09 = \$77,103.59.

Total Program Travel - \$35,000.73 + \$17,628.00 + \$77,103.59 = \$129,732.32.

"State Match Adjustment" – is the adjustment need to bring the state share to whole dollars.

\$.37 adjustment + \$129,732.32 = \$129,732.69.

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
Bus Ramps	1	\$10,000.00	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
Sub-Total Equipment			\$10,000.00	\$8,500.00	\$1,500.00	\$0.00

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

MDT has increased the number of certified bus inspectors and currently has 2 sets of bus ramps that are used statewide for inspections. MDT would like to purchase an additional set of bus ramps which cost around \$10,000. The additional set of bus ramps would be used in central Montana making it easier to access ramps while doing bus inspections.

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	\$1,469.12	\$17,629.44	\$14,985.02	\$2,644.42	\$0.00
Uniforms and Other Related Supplies	1	Annual	\$16,291.62	\$16,291.62	\$13,847.88	\$2,443.74	\$0.00
Other Printing	1	Annual	\$2,625.56	\$2,625.56	\$2,231.73	\$393.83	\$0.00
Sub-Total Supplies				\$36,546.62	\$31,064.63	\$5,481.99	\$0.00

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

"Office Supplies" are supplies needed to support day to day MCSAP operations and are expendable including printing and copying supplies, minor tools and equipment under \$5000 (tape measures, etc.), first aid kits, books and reference materials, office supplies, and miscellaneous computer accessories. Office supplies were calculated based on last year's cost at \$1,469.12 per month x 12 months = \$17,629.44.

"Uniforms and Other related Supplies" are officer supplies to support MCSAP operations including enforcement clothing (uniforms, badges, cuffs, etc.), safety inspection supplies (coveralls, creepers, gloves, etc.), and vehicle supplies. Uniforms and Other related Supplies are calculated based on last year's cost as a percent of enforcement time spent on safety activities is \$15,884.04 + MCSAP staff at 100% is \$407.58 = \$16,291.62.

"Other Printing" costs include printing of the "Getting Started" manual, mailing envelopes and other related printing costs to support MCSAP education and awareness activities. Other Printing is calculated based on last year's cost as a percent of enforcement time spent on safety activities is \$229.25 + MCSAP staff at 100% is \$2,396.31 = \$2,625.56.

Total Supplies - \$17,629.44 + \$16,291.62 + \$2,625.56 = \$36,546.62.

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
Other Services	\$1,154.64	\$981.44	\$173.20	\$0.00
AWSSS Maintenance	\$220,356.00	\$187,302.60	\$33,053.40	\$0.00
Virtual Weigh Station Maintenance	\$11,164.28	\$9,489.64	\$1,674.64	\$0.00
Sub-Total Contractual	\$232,674.92	\$197,773.68	\$34,901.24	\$0.00

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

"Services" are contractual costs for weigh stations including cleaning services, rug rental, etc. and medical evaluations for officers as required by state statute. These services support the weigh station officer safety inspections. The percent of enforcement officer time doing safety activities is applied to these services costs. The costs are based on a historical three year average at \$96.22 per month x 12 months = \$1,154.64.

The Montana Department of Transportation has five Automated Weigh Station Screening Systems (AWSSS) located at Billings Eastbound, Billings Westbound, Butte Westbound, Haugan Eastbound and Haugan Westbound weigh stations. The five systems use USDOT and License Plate camera readers that screen vehicles by the company, driver, and vehicle safety and credential as the commercial motor vehicle passes through the weigh station. The systems also have infrared cameras that look at heat signatures for brakes and tires. The screening systems focus safety enforcement on high-risk operators. The Automated Weigh Stations were deployed using funds from the 2011 ECVISN grant. The monthly cost for the five AWSSS is \$18,363 x 12 months = \$220,356.00.

The Montana Department of Transportation has two virtual weigh station trailers that can be pulled around the state. The two trailers are equipped with cell and satellite communications. The two systems are set up beside the road and screen commercial motor vehicles using US DOT and License Plate camera readers that bring up the company, driver, and vehicle safety and credentials as they pass the virtual weigh station at the roadside. The screening systems focus safety enforcement on high-risk operators. The virtual weigh stations were deployed using funds from the 2012 ECVISN grant. The monthly cost for the two Virtual Weigh Station trailers is \$3,269 x 12 months = \$39,228.00. We are only asking for \$11,164.28 in this grant and will ask for the remaining amount in the 2017 ITD grant application.

Total Contractual = \$1,154.64 + \$220,356.00 + \$11,164.28 = \$232,674.92.

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	\$244,737.57	\$208,026.90	\$36,710.67	\$4,359.04

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Communications	1	Annual	\$16,470.44	\$16,470.44	\$13,999.87	\$2,470.57	\$0.00
Utilities including the Inspection Barn	12	Months	\$1,843.71	\$22,124.52	\$18,805.84	\$3,318.68	\$0.00
CVSA Dues	1	Annual	\$5,300.00	\$5,300.00	\$4,505.00	\$795.00	\$0.00
Vehicle mileage and rental costs	1	Annual	\$72,619.62	\$72,619.62	\$61,726.68	\$10,892.94	\$0.00
Sub-Total Other Costs				\$116,514.58	\$99,037.39	\$17,477.19	\$0.00

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

"Communications" are costs associated with MCSAP at 100% and Enforcement at the percent of time of safety activities for office phones, cell phones, and officer air cards (used for roadside connectivity). Communications are calculated based on last year's costs \$8,124.72 MCSAP + \$8,345.72 Enforcement = \$16,470.44.

"Utilities including the Inspection Barn" are electricity, Natural gas, and garbage & trash removal charges at the weigh stations. Utilities are calculated based on last year's expenditures at \$1,843.71 per month x 12 months = \$22,124.52.

"CVSA Dues" include annual CVSA membership dues. The annual CVSA membership dues are \$5,300.00.

Motor Carrier Services rents vehicles from MDT's Equipment Bureau.

"Vehicle Mileage and Rental Costs – Costs for this item represent 10 vans, 6 cars, and 17 patrol pickups used during MCSAP activities. MDT's equipment bureau purchase the departments equipment and then rents the equipment to the divisions based on assigned time and usage rates. The assigned time is based on an 8 hour work day that the vehicle is normally operated. The assigned time rate covers all fixed costs of the vehicle (for example insurance) not including depreciation. The usage rate recovers all operating costs including fuel, tires, repairs, etc. and is based on the miles of operation for vehicles and hours of usage for equipment. Reimbursement is based on latest cost rates for MCSAP vehicle rental.

MCSAP investigators costs are for 10 vans used 80% of the time towards MCSAP activities and the remaining 20% towards New Entrant activities. Based on 2016 rates, the total assigned time cost for 2 Program Specialist and 8 Motor Vehicle Inspectors to conduct MCSAP activities is \$16,837.59.

Based on 2016 rates, the total usage time cost for 2 Program Specialist and 8 Motor Vehicle Inspectors to conduct MCSAP activities is \$15,053.85 Total MCSAP unit Vehicle Rental Costs are \$16,837.59 + \$15,053.85 = \$31,891.44.

Enforcement costs are a percent of the time associated with safety activities. Enforcement has 6 passenger cars, and 17 pickups. The expenditures for these are based on last year's costs with a percentage of time spent on safety activities for \$40,728.18.

Total Vehicle Rental Costs are \$31,891.44 + \$40,728.18 = \$72,619.62.

Total Other Expenses are \$16,470.44 + \$22,124.52 + \$5,300.00 + \$72,619.62= \$116,514.58.

8 - Spending Plan**Instructions:**

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$2,969,529.00	\$524,035.00	\$3,493,564.00

Allowable amount for Overtime (15% of total award amount without justification): \$524,035.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$184,356.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Program Manager	\$45,855.91	\$8,092.22	\$53,948.13	\$0.00
Program Specialist	\$79,910.77	\$14,101.90	\$94,012.67	\$0.00
Safetynet Manager	\$41,654.08	\$7,350.72	\$49,004.80	\$0.00
Administrative Support	\$24,108.45	\$4,254.43	\$28,362.88	\$0.00
Motor Vehicle Inspector	\$259,344.38	\$45,766.66	\$305,111.04	\$24,233.69
Captains	\$8,122.28	\$1,433.34	\$9,555.62	\$0.00
Lieutenant	\$4,538.10	\$800.84	\$5,338.94	\$0.00
Enforcement Officers	\$407,999.70	\$71,999.95	\$479,999.65	\$0.00
Overtime	\$12,577.62	\$2,219.58	\$14,797.20	\$0.00
Subtotal for Personnel	\$884,111.29	\$156,019.64	\$1,040,130.93	\$24,233.69

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Program Manager	\$29,334.02	\$5,176.59	\$34,510.61	\$0.00
Program Specialist	\$51,118.92	\$9,020.99	\$60,139.91	\$0.00
Safetynet Manager	\$26,646.11	\$4,702.26	\$31,348.37	\$0.00
Administrative Support	\$15,422.17	\$2,721.56	\$18,143.73	\$0.00
Motor Vehicle Inspector	\$165,902.60	\$29,276.93	\$195,179.53	\$15,502.29
Captains	\$5,195.82	\$916.91	\$6,112.73	\$0.00
Lieutenant	\$2,903.02	\$512.30	\$3,415.32	\$0.00
Enforcement Officers	\$260,997.41	\$46,058.37	\$307,055.78	\$0.00
Overtime	\$8,045.90	\$1,419.87	\$9,465.77	\$0.00
Subtotal for Fringe Benefits	\$565,565.97	\$99,805.78	\$665,371.75	\$15,502.29

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Routine MCSAP-related Travel	\$29,750.62	\$5,250.11	\$35,000.73	\$0.00
Conference Travel	\$14,983.80	\$2,644.20	\$17,628.00	\$0.00
Training Travel	\$65,538.05	\$11,565.54	\$77,103.59	\$0.00
State Match Adjustment	\$0.00	\$0.37	\$0.37	\$0.00
Subtotal for Program Travel	\$110,272.47	\$19,460.22	\$129,732.69	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Bus Ramps	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
Subtotal for Equipment	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Office Supplies	\$14,985.02	\$2,644.42	\$17,629.44	\$0.00
Uniforms and Other Related Supplies	\$13,847.88	\$2,443.74	\$16,291.62	\$0.00
Other Printing	\$2,231.73	\$393.83	\$2,625.56	\$0.00
Subtotal for Supplies	\$31,064.63	\$5,481.99	\$36,546.62	\$0.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Other Services	\$981.44	\$173.20	\$1,154.64	\$0.00
AWSSS Maintenance	\$187,302.60	\$33,053.40	\$220,356.00	\$0.00
Virtual Weigh Station Maintenance	\$9,489.64	\$1,674.64	\$11,164.28	\$0.00
Subtotal for Contractual	\$197,773.68	\$34,901.24	\$232,674.92	\$0.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Communications	\$13,999.87	\$2,470.57	\$16,470.44	\$0.00
Utilities including the Inspection Barn	\$18,805.84	\$3,318.68	\$22,124.52	\$0.00
CVSA Dues	\$4,505.00	\$795.00	\$5,300.00	\$0.00
Vehicle mileage and rental costs	\$61,726.68	\$10,892.94	\$72,619.62	\$0.00
Subtotal for Other Expenses including Training & Conferences	\$99,037.39	\$17,477.19	\$116,514.58	\$0.00

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$1,896,325.43	\$334,646.06	\$2,230,971.49	\$39,735.98
Indirect Cost	\$208,026.90	\$36,710.67	\$244,737.57	\$4,359.04
Total Costs Budgeted	\$2,104,352.33	\$371,356.73	\$2,475,709.06	\$44,095.02