

WISCONSIN

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

Date of Approval: Dec 21, 2016

Final CVSP

Basic and Incentive Program Overview

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

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

Instructions:

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: Please do not include a discussion of any safety activities conducted under any other FMCSA focus areas such as New Entrant and Border Enforcement or the High Priority grant program. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

The mission of the Wisconsin Department of Transportation (WisDOT) - of which the Wisconsin State Patrol (WSP) is a division - is to provide leadership in the development and operation of a safe and efficient transportation system. The mission of the Wisconsin State Patrol (WSP) is to promote highway and public safety and to enhance the quality of life for all Wisconsin citizens and visitors by providing and supporting professional, competent, and compassionate law enforcement services. Within the WSP's Motor Carrier Enforcement Section, the WSP utilizes Motor Carrier Safety Assistance Program (MCSAP) funding to target activities in its mission to reduce the number and severity of commercial motor vehicle (CMV) crashes. Wisconsin's goal is to maintain large truck and bus fatalities per 100 million VMT to .11 or less annually through CY 2017

For FFY 2017, the WSP's MCSAP goals include:

- Inspecting commercial vehicles and their drivers to ensure vehicles are mechanically sound and drivers are in compliance with federal and state laws and regulations.
- Assuring the implementation of CSA initiatives to further program quality standards including a good faith review of all inspection-related Requests for Data Review (RDRs) for three years from the date of inspection and for all crash-related RDRs for five years from the date of the crash
- Setting up motor coach destination inspections through strike forces and addressing related unsafe driver behavior and conduct such as speeding, following too closely, operating in violation of an out-of-service order, and hours of service violations. This will include the allocation of resources to conduct enhanced investigations for motor carriers of passengers and may include training for State inspectors and investigators participating in and conducting comprehensive and focused investigations. The WSP will partner with FMCSA in conducting the investigations and inspections of motorcoaches at carrier locations. Level 1 or Level 5 inspections will be conducted during investigations of all passenger carriers operating motorcoaches and during investigations of non-motorcoach operating passenger carriers that have a Vehicle Maintenance Behavior Analysis Safety Improvement Category (BASIC) percentile above the threshold of 65 at the time of the investigation.
- Monitoring industry initiatives including frac sand mining in Northwest Wisconsin, the timber industry, and other large industry activities and creating special details to ensure that safety is ensured commensurate with the level of CMV traffic being generated.
- Oversight of data measures to assure that Wisconsin remains good/green in all rated categories.
- Ensuring that a motor carrier's operating authority is confirmed during each inspection and that action is taken if not in compliance. WSP will accomplish through communication to inspectors through memoranda, meeting and inservice opportunities about the need to utilize Query Central and ISS to check the status of operating authority for every vehicle at each inspection and traffic enforcement stop. The WSP will strive to attain the out of service "catch rate" of 85% that has been identified by FMCSA as the goal to achieve compliance.
- Conducting CMV traffic enforcement associated with an inspection and traffic enforcement without an accompanying inspection resulting from an observed unsafe driver behavior. This includes traffic enforcement of non-CMV's operating unsafely around CMV's (subject to the 10% statutory limit on spending for this effort). TACT high visibility enforcement methodology will also be incorporated into WSP's normal traffic enforcement operations.
- Conducting ongoing inspection and enforcement including actively participating in national enforcement strike forces targeting HM Shipper, Cargo

Tank Repairers and Shippers and Transporters of crude oil, propane, and liquified natural gas. This includes the enforcement of HM regulations, with particular emphasis on ensuring that: 1) CT carriers are transporting HM in appropriate vehicles through roadside inspections and on-site investigations, and 2) CT manufacturing, testing and repair facilities are building, testing and repairing CTs in accordance with HM regulations through the conduct of specialized CTFRs.

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

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

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

The Motor Carrier Enforcement Section is responsible for a number of inspection programs and a variety of enforcement responsibilities. There are 109 sworn staff with the majority being field inspectors. Inspectors are cross-trained in the various motor carrier program areas. With the limited number of personnel covering 72 Wisconsin counties, cross-training provides for a greater distribution of personnel resources throughout the State. Hours to equal 33 MCSAP full-time equivalent (FTE) inspectors (or about 32% of WSP’s approximate 102 field inspectors) comprise MCSAP field assignments.

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

The Motor Carrier Enforcement Section (MCES) is managed from the WSP Headquarters in Madison. One captain, two lieutenants, one motor carrier investigator (MCI) sworn supervisor, 1 sergeant focusing on radioactive Level 6, and four other civilian staff are responsible for implementation and oversight of the operations of the MCSAP. The 2 lieutenants supervise 10 sergeants located in 5 regions across the State. Each sergeant is responsible for a staff of inspectors. The MCI supervisor manages two sworn investigators and 9 civilian investigators. Four civilian staff at headquarters are responsible for IT management and implementation, grants writing, program oversight, SafetyNet and other program operations.

In addition, approximately 110 State Patrol Troopers are also eligible (selected from high crash counties) to assist for traffic enforcement on CMV and Non-CMV without conducting inspections. A total of 7 FTE Troopers have been estimated for overtime for budgeting purposes.

| Participating Agency | Column A Number of Certified CMV Inspectors (Non-Sworn) | Column B Number of Certified CMV Officers (Sworn) | Column C Number of Officers in Column B supported by MCSAP Funds |
|----------------------|--|--|---|
|----------------------|--|--|---|

| | | | |
|------------------------|----------|------------|------------|
| | | | |
| Wisconsin State Patrol | 9 | 109 | 109 |
| Total | 9 | 109 | 109 |

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:

Standard Field Sobriety Testing (SFST) basic training for new recruits and updates for existing roadside officers and inspectors is conducted (e.g., at the State Patrol Academy and by inspector sergeants as needed) to detect drivers impaired by alcohol or controlled substances. Breath testing equipment is available both roadside and at the Safety Weight Enforcement Facilities. Training on the detection and enforcement of human trafficking was conducted for all inspectors and troopers in 2016 and will also be conducted for all new and existing sworn staff in FFY 2017 as part of regular inservice training.

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

Instructions:

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

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

| Existing | Planned | None, Not Planned | Federal Registration and Financial Responsibility activities including: |
|----------------------------------|-----------------------|-----------------------|---|
| <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:

Training has/is provided at the annual inservice meeting each year. For FFY 2017, the following training will be conducted:

(1) One inspector sergeant annual meeting at the beginning of the federal fiscal year and 3 troop meetings throughout the FFY in which the sergeant inspectors will be reminded of the need to check for a federal, out of service order at each stop and, if found, to check the box on the Aspen form and ensure that further violations are not occurring; (2) One session as part of inservice attended by all inspectors to discuss the need to check query central at each traffic stop.

Spreadsheets provided by FMCSA indicating Wisconsin's catch rate will be provided to Wisconsin State Patrol and will be followed up through monitoring of the Aspen database by the IT Analyst at headquarters to determine which inspector has possibly missed checking the operating authority status of the vehicle in question. If it is determined that an inspector failed to check operating authority status, the inspector sergeant supervising the inspector will be notified and action will be taken to attempt to prevent the situation from occurring again.

A written policy/memorandum requiring officers/inspectors to check the operating authority status of every vehicle inspected was developed and will be disseminated again in FFY 2017 to all inspector sergeants who, in turn, will share this information with all inspectors. The policy also requires officers/inspectors to place out of service, any vehicle found to be operating without sufficient authority.

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 | 62 | 0.11 | 0.10 |
| 01/01/2014 | 12/31/2014 | 63 | 0.11 | 0.11 |
| 01/01/2013 | 12/31/2013 | 85 | 0.10 | 0.14 |
| 01/01/2012 | 12/31/2012 | 71 | 0.16 | 0.13 |
| 01/01/2011 | 12/31/2011 | 74 | 0.16 | 0.12 |

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

Wisconsin DT4000 Crash Database (fatalities) and WisDOT Traffic Forecasting Section (Total VMT). Note that 2015 VMT was not available so 2014 figure was used instead as a preliminary estimate. Note that VMT data for the FFY 2016 eCVSP has been revised using total VMT to be more consistent with the majority of other states. In previous CVSP's, commercial VMT had been used.

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

Fatality rate has been reduced below the CVSP goal in Wisconsin. WSP will endeavor to lower the fatality rate for CMVs to achieve the target benchmark of maintaining large truck and bus fatalities per 100 million VMT to 0.11 or less annually through CY 2017.

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

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

Safetynet (2016) and Wisconsin DT4000 Crash Database(Crash forms for all 2010-2014 motorcoach/passenger fatalities were reviewed).

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

The following provides an overview of bus occupants that were killed from 2011-2015 in Wisconsin.

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

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

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

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

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 # 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 | 0 | | 0 |
| 01/01/2014 | 12/31/2014 | 0 | | 0 |
| 01/01/2013 | 12/31/2013 | 0 | | 0 |
| 01/01/2012 | 12/31/2012 | 0 | | 0 |
| 01/01/2011 | 12/31/2011 | 0 | | 0 |

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

PHMSA Office of Hazardous Material Safety Incident Reports Database (6/2016). The PHMSA database tracks data on the frequency of failures, incidents and accidents involving HM Commercial Motor Vehicles. PHMSA also analyzes the causes and the resulting consequences and reports this data in various categories such as year, state, type, cause, and result.

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

On 2/27/12, an eastbound semi, tractor-trailer transporting gasoline crossed the median of I-94 in St. Croix County into the westbound lane. The vehicle rolled over onto its left side and slid into a concrete bridge column bursting into flames incinerating the vehicle and killing the driver. Because the first harmful event was the tractor-trailer hitting the concrete bridge column, it was determined to not be a hazardous materials incident that caused the fatality. No other fatalities were identified in the PHMSA database for the five-year measurement period. As a result, the WSP will not be addressing this element in the FFY 2016 CVSP. It should be noted that Wisconsin's good safety record is also the result of the fact that all inspectors are trained in general hazmat, non-bulk, and cargo tank.

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 | 4585 | 5533 |
| 10/01/2013 | 09/30/2014 | 4095 | 6395 |
| 10/01/2012 | 09/30/2013 | 4189 | 4726 |
| 10/01/2011 | 09/30/2012 | 4265 | 4540 |
| 10/01/2010 | 09/30/2011 | 4037 | 4136 |

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

| State Defined Measurement Period (Include 5 Periods) | | Number Of CMV Traffic Enforcement Stops without Inspection | Number of Citations and Warnings Issued |
|--|------------|--|---|
| Begin Date | End Date | | |
| 10/01/2014 | 09/30/2015 | 8017 | 10594 |
| 10/01/2013 | 09/30/2014 | 4790 | 9922 |
| 10/01/2012 | 09/30/2013 | 5157 | 5441 |
| 10/01/2011 | 09/30/2012 | 7654 | 8202 |
| 10/01/2010 | 09/30/2011 | 5248 | 6735 |

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 | 460 | 738 |
| 10/01/2013 | 09/30/2014 | 602 | 929 |
| 10/01/2012 | 09/30/2013 | 371 | 653 |
| 04/26/2012 | 09/30/2012 | 165 | 251 |
| 10/01/2010 | 09/30/2011 | | |

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

Date Source = Aspen database (2016), Tracs (2016). *The data for CMV Traffic Enforcement with an inspection is for inspectors only (troopers do not conduct inspections). **Data for the number of CMV traffic enforcement stops without an inspection includes both

troopers and inspectors. *** The number of non-CMV Traffic Enforcement Stops/Citations/Warnings was added as a field (check box) in Aspen as of April, 2012. Therefore, only partial year data for FFY 2012 is included and no data is available prior to 4/26/12. This data will continue to be collected and included. The data is for both troopers and inspectors.

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:**

Be available to industry and participate in other public forums to educate audiences on CMV safety issues. Staff a motor carrier hotline during regular working hours (Motor Carrier Enforcement and Investigation Unit - MCEIU). Provide educational materials as able.

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

A total of 30 educational outreach activities (including 6 outreach events for MCEIU). A total of 7000 calls answered, via WSP's motor carrier hotline. A minimum of 10 forums where educational materials are provided.

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

A total of 64 educational outreach events took place in FFY 2015 including a total of 1 for the MCEIU. An estimated 4,572 calls were answered and there were a total of 45 forums where educational materials were provided.

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

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

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

Activity #1**Activity: Describe State-specific activity conducted from previous year's CVSP.**

This was the second of a two-year crash reduction strategy for FFY 2015-2016. Reduce the average number of serious injury and fatality CMV crashes in 24 targeted counties for crash reduction through scheduled emphasis enforcement and inspection effort. Serious crashes are defined as those crashes requiring medical transport.

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

In Federal Fiscal Year 2015 Wisconsin will reduce the average number of serious and fatal crashes in the targeted counties by 0.67 percent (results are to be reported annually). In Federal Fiscal Year 2016 Wisconsin will reduce the average number of serious and fatal crashes in the targeted counties by 0.67 percent (results are to be reported annually). Data from FFY 2011 through FFY 2013 were used as a benchmark to determine risk.

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

In Federal Fiscal Year 2015 Wisconsin reduced the average number of serious and fatal crashes overall in the targeted counties by 0.6% percent compared to the target. The performance target was met. Results are not completed at this time for FFY 2016.

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

List of counties targeted for crash reduction included: Barron, Brown, Columbia, Dane, Dodge, Dunn, Eau Claire, Fond du Lac, Jefferson, Kenosha, Marathon, Milwaukee, Monroe, Outagamie, Ozaukee, Racine, Rock, Sauk, St. Croix, Walworth, Washington, Waukesha, Winnebago. Source to calculate serious and fatal crashes: Safetynet (2015 and 2016)

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.

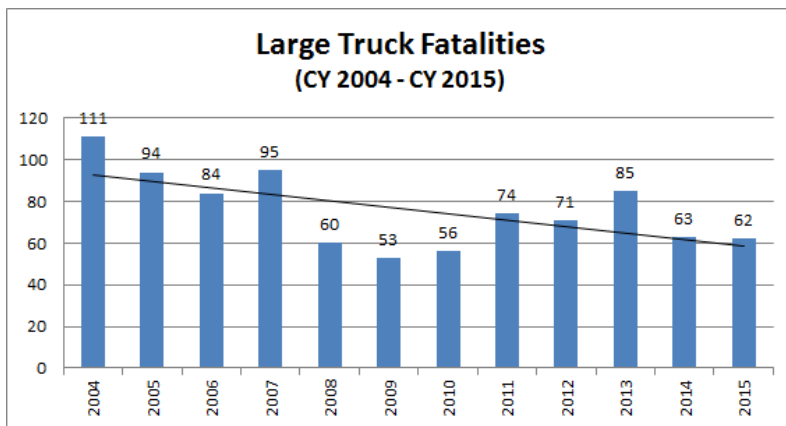
1 - Crash Reduction Goal

Instructions:

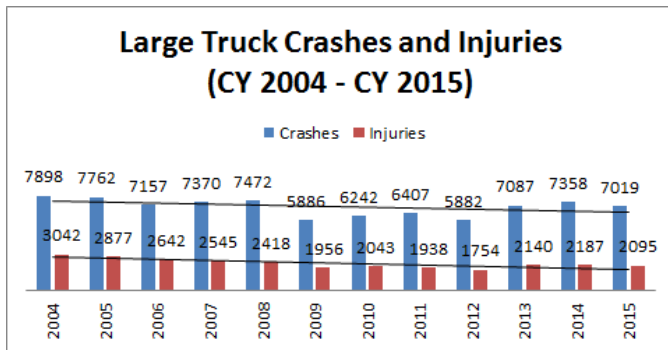
The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicle transportation. The State has flexibility in setting its goal. It can be based on raw numbers (e.g.,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

Fatality rate (per 100 million VMT) for the state has decreased to 0.10. Large truck fatalities decreased by -11.2% in CY 2015 compared to the CY 2010-2014 average. This was the result of the implementation of CVSP strategies and in particular, WSP's crash reduction emphasis in reducing serious and fatal crashes in the 24 targeted counties.



Large truck crashes and injuries increased by 6.4% and 3.6% respectively in FFY 2015 when compared to the CY 2010-2014 average. This is a reflection of continued economic expansion and increased movement of freight overall particularly in urban areas where fatalities are lower compared to rural areas where fatalities are higher and the majority of state enforcement occurs.



Enter Data Source Capture Date:

07/01/2016

Enter Data Source:

SafetyNet (2016), Wisconsin DT4000 Crash Database (fatalities) and WisDOT Traffic Forecasting Section (Commercial VMT). Note that 2015 VMT was not available so 2014 figures were used instead.

Enter Crash Reduction Goal

Using the FFY 2013-FFY 2015 data on total crashes, Wisconsin will reduce the total number of crashes in targeted counties by 0.6% at the end of FFY 2017. Note that this also supports Wisconsin's overall goal to lower large truck and bus fatalities to 0.11 or less annually through CY 2017. WSP will also research crash patterns in FFY 2017 throughout the state - including time of day and day of week travel and crash patterns in specific corridors in an effort to develop strategies that will reduce crashes overall while identifying corridors that should receive greater priority for education and enforcement.

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.

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

MCE Sergeants are familiar with motor carrier issues and risks within their Posts and are best at determining when and where special enforcement activities should take place. They will schedule either long-term (month or more) focused activities or concentrated short-term details within their risk areas. When possible, they will coordinate efforts with other Posts and local law enforcement agencies. A minimum of two scheduled details in each of the counties in the Table will be conducted and reported to headquarters. These details will occur at locations where significant motor carrier activity is expected. Each detail will consist of (at a minimum) 1 supervisor and 4 inspectors; will cover 4 hours of inspection team time per inspector and result in a minimum of 2 inspections by person assigned to the detail.

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

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required SF-PPRs. Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

Using the FFY 2013-FFY 2015 data on total crashes, Wisconsin will reduce the number of crashes in the targeted counties by 0.6% of the average benchmark (Ave/Year column) at the end of FFY 2017. **This translates into a reduction of 118 crashes from 1,972 to 1,854 crashes for FFY 2017** for the counties identified (please see table below). Wisconsin will continue to monitor increased CMV traffic and safeties issues from changing freight travel patterns and emerging industry (such as frac sand mining) and make the necessary adjustments to this list of counties if warranted.

CMV Total Crashes Mobile Inspections

| County | Ave/Year | FY17 Proj | FFY 2017 Goal |
|----------|----------|-----------|---------------|
| Brown | 100 | 94.00 | 700 |
| Columbia | 53 | 49.82 | 300 |
| Dane | 195.66 | 183.92 | 1,100 |
| Dodge | 48.33 | 45.43 | 260 |

| | | | |
|--------------|--------------|--------------|---------------|
| Eau Claire | 58.66 | 55.14 | 371 |
| Fond du Lac | 43.67 | 41.05 | 300 |
| Jefferson | 36.67 | 34.47 | 210 |
| Juneau | 43.00 | 40.42 | 300 |
| Kenosha | 68.67 | 64.55 | 428 |
| La Crosse | 38.67 | 36.35 | 270 |
| Marathon | 77.33 | 72.69 | 475 |
| Milwaukee | 418.33 | 393.23 | 1,200 |
| Outagamie | 59.33 | 55.77 | 350 |
| Ozaukee | 36 | 33.84 | 205 |
| Portage | 33 | 31.02 | 200 |
| Racine | 97.33 | 91.19 | 450 |
| Rock | 108.67 | 102.15 | 500 |
| St. Croix | 55.67 | 53.33 | 325 |
| Sauk | 35.33 | 33.21 | 263 |
| Walworth | 34.67 | 32.59 | 260 |
| Washington | 68.00 | 63.92 | 420 |
| Waukesha | 144 | 135.36 | 526 |
| Winnebago | 85.67 | 80.53 | 450 |
| Wood | 32.33 | 30.39 | 195 |
| TOTAL | 1,972 | 1,854 | 10,058 |

In addition, Wisconsin will strive to meet the targets for the number of mobile inspections for each county that has been estimated based on trends in serious injury/fatal crashes when compared to the average number of serious injury/fatal crashes from FFY 2013-FFY 2015, as well as management's professional judgement of the resources available to conduct mobile inspections throughout the Federal Fiscal Year. At the end of FFY 2017, WSP will analyze the crash statistics and the number of mobile inspections conducted and set new inspection number goals for FFY 2018.

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

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:
 May 27, 2016

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

| Technology Program | Current Compliance Level according to FMCSA | Verification by State of Current Compliance Level |
|--------------------|---|---|
| ITD | Core CVISN Compliant | Yes |
| PRISM | step 8 | Yes |
| SSDQ | Good | Yes |

Data Sources:

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

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.

Performance targets met.

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.

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%:

40

Performance Objective: Enter performance objective(s).

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

Note: the 40% OOS catch rate includes both interstate and intrastate motor carrier. For interstate, the catch rate was 100%.

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.

WSP will change the work routine of each inspector to check for federal, out of service orders by educating inspectors of the need to check ISS/query central that a federal OOS violation must be checked for all inspections/traffic stops. For example, if federal OOS was not confirmed, it will be determined why the omission took place for that inspector (e.g., what were the circumstances surrounding the work routine) and appropriate action will be taken to resolve the issue to strive to ensure that it does not happen in the future. As in FFY 2016, awareness of the need to confirm federal OOS status will also be stressed at the annual, inservice meeting in which all inspectors attend in FFY 2017.

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

Wisconsin will strive to achieve a 100% catch rate and will measure progress on a quarterly and annual basis as part of the SF-PPR reporting to FMCSA.

5 - Hazardous Materials Transportation Safety**Instructions:**

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

Check this box if:

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

6 - State-Identified Objective (Optional)

Instructions:

Describe any other identified State-specific objectives.

State Objective #1

Enter the title of your State-Identified Objective.

Work-Zone Construction Enforcement in Prioritized, High Crash Counties

Problem Statement Narrative: Describe problem identified by performance data.

Crashes, fatalities and injuries involving construction projects/work-zones crashes continue to be an issue of concern to the State of Wisconsin. From FFY 2013 through FFY 2015, there were a total of 993 crashes, 340 injuries, and 10 fatalities occurring in construction/work-zones where 1 large truck or CMV was involved. Source: WisDOT, DT4000 Crash Database (2016) As a result, the WSP is working in concert with WisDOT engineering staff to identify future construction projects where focused enforcement can take place as well as researching engineering mitigation strategies to improve the safemovement of traffic through workzones in order to further reduce crashes that could lead to injuries and fatalities. For FFY 2017, WSP will focus attention on corridors that have planned construction projects /work zones focusing on the top 15 counties that have experienced the highest crashes in construction zones from FFY 2013-2015. A table showing the FFY 2017 Work Zone Crash Counties with their associated targets for each county and overall has been attached to the eCVSP in the attachments section as Appendix A.

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

A 1.0% annual reduction (by the end of FFY 2017) in the number of construction/work zone crashes compared to the annual average (FFY 2013-2015) of crashes for each county as identified in the table. Note that a list of all construction projects/corridors for the state has not yet been fully identified by WisDOT engineering staff for FFY 2016 and is therefore, incomplete as of this date. However, based on past experience, it is expected that all of the counties identified in the table below will have at least one construction zone identified at the beginning of FFY 2017 when enforcement will commence. If this is not the case, the next highest ranked high crash county having at least one construction zone project will be used.

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).

MCE Sergeants are familiar with motor carrier issues and risks within their Posts and are best at determining when and where special enforcement activities should take place. They will schedule either long-term (month or more) focused activities or concentrated short-term details within their risk areas. When possible, they will coordinate efforts with other Posts and local law enforcement agencies. A minimum of two scheduled details in each of the counties in the Table will be conducted and reported to headquarters. These details will occur at locations where significant motor carrier traffic within a work zone construction site is expected. Each detail will consist of (at a minimum) 1 inspector and will cover 4 hours of enforcement activity per inspector.

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

A 1.0% annual reduction (by the end of FFY 2017) in the number of construction/work zone crashes compared to the annual average of crashes for each county as identified. Progress will be measured by identifying the number of work-zone crashes involving 1 large truck or CMV on both a quarterly (preliminary) and annual basis. The quarterly results will be reviewed by motor carrier enforcement management and discussed with each inspector sergeant who will also discuss the results with the inspectors within their command. Adjustments to the level of enforcement effort will be made in order to optimize the reduction of crashes in each county.

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.

The driver/vehicle inspection program is the MCSAP core safety activity, serving two fundamental purposes: 1) It has an immediate impact on removing unsafe drivers and/or CM vehicles from the highways and 2) Provides an avenue to collect critical, comprehensive data to evaluate carriers and direct safety initiatives at the state and national levels. Although difficult to measure, additional benefits include the deterrent effect by the mere presence of law enforcement on the roadways, educational outreach activities, long-term, sustained program activities, and awareness that they could be inspected at any time. In all traffic stops, inspectors are instructed to conduct a Commercial Driver's License Information System (CDLIS) CDL status check and to enforce registration requirements. Inspectors use Query Central to check for each motor carrier's authority and valid operating status. Inspectors are also trained to detect impaired drivers and have ready access to alcohol and drug detection equipment. All inspectors have preliminary breath testing (PBT) equipment in their vehicles and have access to intoximeters. Intoximeters are available at WSP SWEF's, WSP Posts, and local sheriff's offices. Inspectors receive mandatory PBT and intoximeter training to maintain their Chemical Test Permit. As applicable, WSP inspectors conduct and/or address the following during every traffic stop: • Driver behavior (traffic enforcement) • Highway criminal interdiction • Drug and alcohol interdiction • Hazardous materials safety • Driver's license checks • Operating authority and valid operating status • Seatbelt use • Equipment integrity • Compliance with OOSO's (Out-of-Service Orders) checked through Query Central Staff assigned to mobile enforcement make every effort to split mobile inspections between Level 2's and 3's. When practical, vehicles found in need of a more thorough inspection are directed to a permanent facility or a safe inspection area for a Level 1 inspection. Level 2 inspections will be conducted on two days with three days assigned as Level 3 inspection days per five-day week at each Safety Weight Enforcement Facility (SWEF).

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: WISCONSIN DOT - STATE PATROL DIVISION

Enter the total number of certified officers in the Lead agency: 109

| FY 2017 Driver/Vehicle Inspection Goals | | | | | |
|---|----------------------------|-------------|-----------|--------------|---------------------|
| Inspection Level | Estimated Performance Goal | | | | Percentage by Level |
| | Non-Hazmat | Hazmat | Passenger | Total | |
| Level 1 | 5960 | 600 | 40 | 6600 | 20.00% |
| Level 2 | 14710 | 800 | 0 | 15510 | 47.00% |
| Level 3 | 10890 | 0 | 0 | 10890 | 33.00% |
| Level 4 | | | | 0 | 0.00% |
| Level 5 | | | | 0 | 0.00% |
| Level 6 | | | | 0 | 0.00% |
| Sub-Total Lead Agency | 31560 | 1400 | 40 | 33000 | |

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.

WISCONSIN DOT - STATE PATROL

Enter the name of the Funded Agency: DIVISION

Enter the total number of certified officers in this funded agency: 109

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

Non-Funded Agencies

| | |
|--|----|
| Enter the number of non-funded agencies: | 18 |
| Enter the total number of non-funded certified officers: | 42 |

Summary

| Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies | | | | | |
|---|----------------------------|-------------|-----------|--------------|---------------------|
| MCSAP Lead Agency: WISCONSIN DOT - STATE PATROL DIVISION | | | | | |
| # certified officers: 109 | | | | | |
| Funded Agencies: WISCONSIN DOT - STATE PATROL DIVISION | | | | | |
| # certified officers: 109 | | | | | |
| Number of Non-Funded Agencies: 18 | | | | | |
| # certified officers: 42 | | | | | |
| | Estimated Performance Goal | | | | |
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1 | 5960 | 600 | 40 | 6600 | 20.00% |
| Level 2 | 14710 | 800 | 0 | 15510 | 47.00% |
| Level 3 | 10890 | 0 | 0 | 10890 | 33.00% |
| Level 4 | 0 | 0 | 0 | 0 | 0.00% |
| Level 5 | 0 | 0 | 0 | 0 | 0.00% |
| Level 6 | 0 | 0 | 0 | 0 | 0.00% |
| Total ALL Agencies | 31560 | 1400 | 40 | 33000 | |

If the goal for level 3 inspections is less than 33%, briefly explain why the 33% will not be met:

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.

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

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

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

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 | 3500 |
| <input checked="" type="radio"/> | <input type="radio"/> | CMV without Inspection | 5000 |
| <input type="radio"/> | <input checked="" type="radio"/> | Non-CMV | 0 |
| <input checked="" type="radio"/> | <input type="radio"/> | Comprehensive and high visibility in high risk locations and corridors (special enforcement details) | 260 |

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.

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

the numerical goals through documentation by the program analyst with reports of traffic enforcement activity sent to FMCSA on a quarterly and annual basis and based on these reports, the Captain of Motor Carrier Enforcement will make any needed adjustments in traffic enforcement strategy in the affected regions of the state in consultation with FMCSA and local law enforcement agencies.

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

In FFY 2017, Wisconsin will conduct a minimum of 118 compliance reviews. This is based upon the actual number of CRs completed as part of the FFY 2015 CVSP and FFY 2015 CVSP. The number of CRs completed depends upon the number and type of CRs generated by the SMS; the number of CRs assigned by FMCSA; and program/policy changes occurring to the SMS including software changes.

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.

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

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

The number of CRs conducted by the end of FFY 2017 (118). In terms of qualitative aspects, the state measures it's success of carrier compliance based on: (1) the number of carriers that are in good standing or in compliance with the federal threshold requirements for motor carriers and (2) for those who violate these thresholds and are not in good standing, the state measures the carrier's willingness and ability to follow-up and remove these outstanding violations (through the remediation plan) based on FMCSA's own assessment of whether the carrier has indeed become compliant with the thresholds and standards set by FMCSA.

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

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

Our State does not conduct reviews/investigations.

| FY 2017 Carrier Investigation Goals | | |
|--|------------------|------------------|
| Review/Investigation Type | Interstate Goals | Intrastate Goals |
| Rated and Non-rated Reviews (Excludes CSA & SCRs) | | |
| Non-HM Cargo | | 21 |
| Passenger | | 0 |
| HM | | 8 |
| Rated and Non-rated Reviews (Excludes CSA & SCRs) Total | 0 | 29 |
| CSA Off-Site Investigations | | |
| Non-HM Cargo CSA Off-Site | 0 | 0 |
| Passenger CSA Off-Site | 0 | 0 |
| HM CSA Off-Site | 0 | 0 |
| CSA Off-Site Investigations Sub-total | 0 | 0 |
| CSA On-Site Focused Investigations | | |
| Non-HM Cargo CSA On-Site Focused | 27 | 0 |
| Passenger CSA On-Site Focused | 12 | 0 |
| HM CSA On-Site Focused | 8 | 0 |
| CSA On-Site Focused Investigations Sub-total | 47 | 0 |
| CSA On-Site Comprehensive | | |
| Non-HM Cargo CSA On-Site Comprehensive | 17 | 0 |
| Passenger CSA On-Site Comprehensive | 17 | 0 |
| HM CSA On-Site Comprehensive | 8 | 0 |
| CSA On-Site Comprehensive Sub-total | 42 | 0 |
| CSA Investigations (all Types) Total | 89 | 0 |
| HM-Related Review Types | | |
| Security Contact Reviews (SCRs) | 0 | 0 |
| Cargo Tank Facility Reviews | 0 | 0 |
| Shipper Reviews | 0 | 0 |
| HM-Related Review Types Total | 0 | 0 |
| ALL REVIEW TYPES GRAND TOTAL | 89 | 29 |

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-CMVV 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.:

Education is fundamental to improving truck safety and is woven into every aspect of the program – from purely educational events to enforcement actions. As a result, the State will make education a part of every MCSAP contact by speaking to each driver on safety issues. This also includes, but is not limited to crash reduction in identified counties experiencing severe injuries and high fatalities, passenger transportation carriers and carriers involved in hazardous materials transportation. To change driver behavior and reduce crashes, the Wisconsin State Patrol will provide education in a variety of venues.

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 | 46 |
| <input checked="" type="radio"/> | <input type="radio"/> | CMV Safety Belt Education and Outreach | 20 |
| <input checked="" type="radio"/> | <input type="radio"/> | State Trucking Association Meetings | 10 |
| <input checked="" type="radio"/> | <input type="radio"/> | State-sponsored outreach events | 46 |
| <input checked="" type="radio"/> | <input type="radio"/> | Local educational safety events | 20 |
| <input checked="" type="radio"/> | <input type="radio"/> | Teen safety events | 3 |

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

- Provide training to other law enforcement agencies to related highway safety
- Provide an investigator to answer phone calls on general motor carrier questions during regular work hours
- Provide expert testimony in court cases involving CMV crashes and other incidents
- In all training, emphasize the mandatory use of seat belts
- In all training, emphasize to all motorists the need to share the road in a safe manner
- Provide informational booths at special events such as Roadcheck so that drivers and the general public have an opportunity to ask questions.
- Provide handouts as appropriate.

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):

1. 50 educational outreach activities (including 6 outreach events for MCEIU) are anticipated.
2. 4,500 questions answered, via WSP's motor carrier hotline. The hotline number is (608) 267-9762. Also, please refer to program activity measure for DataQs under data quality as this is also public outreach.
3. A minimum of 30 forums where educational materials are provided.

Monitoring & Evaluation: BOTS Bureau Director, MCSAP management and MCE sergeants will monitor and evaluate outcomes. The number of phone calls to WSP's Motor Carrier Hotline will be estimated to obtain the total number for each quarter and for FFY 2017.

| |
|--------------------|
| New Entrant |
|--------------------|

| |
|-----------------------------------|
| 1 - New Entrant Focus Area |
|-----------------------------------|

Instructions:

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

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

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

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

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

Enter New Entrant Agency:

WisDOT, Division of State Patrol

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

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

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

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

- Utilize New Entrant grant funding to process and complete safety audits effectively and efficiently to ensure that every New Entrant motor carrier receives a safety audit within the required timeframe: Entry date into the New Entrant program (as show in FMCSA data systems) September 30, 2013 or earlier: safety audit must be completed within 18 months; Entry date into the New Entrant program (as show in FMCSA data systems) October 1, 2013 or later: safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.
- Require all New Entrant motor carriers to demonstrate sufficient compliance with applicable Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs).
- Provide educational and technical assistance as needed to promote safe operation by New Entrant motor carriers.

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

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

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

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

| Summary of Anticipated Activities | | |
|--|-------------------|-------------------|
| Number of Safety Audits/Non-Audit Resolutions | Interstate | Intrastate |
| # of Safety Audits (Onsite) | 653 | 0 |
| # of Safety Audits (Offsite) | 0 | 0 |
| TOTAL Safety Audits | 653 | 0 |
| # of Non-Audit Resolutions | 1000 | 0 |

Spending Plan

B&I Spending Plan

What is a Spending Plan?

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

What does a Spending Plan do?

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

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

The spending plan serves a number of critical functions:

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

1 - Spending Plan: Personnel**What different types of costs do I need to put in my Spending Plan?**

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

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

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

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

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

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

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

Allowable amount for Overtime (15% of total award amount without justification): \$1,038,238.00

| 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 |
| Lieutenant | 1 | 50 | 2080 | \$38.40 | \$39,936.00 | \$33,945.60 | \$5,990.40 | \$0.00 |
| Captain | 1 | 50 | 2080 | \$44.00 | \$45,760.00 | \$38,896.00 | \$6,864.00 | \$0.00 |
| Lieutenant | 1 | 50 | 2080 | \$38.50 | \$40,040.00 | \$34,034.00 | \$6,006.00 | \$0.00 |
| Inspectors (33 FTE) | 33 | 100 | 2080 | \$29.17 | \$2,002,228.80 | \$1,701,894.48 | \$300,334.32 | \$0.00 |
| Program Assistant | 1 | 90 | 2080 | \$15.53 | \$29,072.16 | \$24,711.34 | \$4,360.82 | \$0.00 |
| Program Assistant | 1 | 50 | 2080 | \$21.00 | \$21,840.00 | \$18,564.00 | \$3,276.00 | \$0.00 |
| Policy Analyst | 1 | 50 | 2080 | \$29.56 | \$30,742.40 | \$26,131.04 | \$4,611.36 | \$0.00 |
| IT Support | 1 | 80 | 2080 | \$30.25 | \$50,336.00 | \$42,785.60 | \$7,550.40 | \$0.00 |
| MCEIU Manager/Sergeant | 1 | 50 | 2080 | \$34.36 | \$35,734.40 | \$30,374.25 | \$5,360.15 | \$0.00 |
| MCE Investigators (Civ) | 9 | 50 | 2080 | \$24.02 | \$224,827.20 | \$191,103.12 | \$33,724.08 | \$0.00 |
| MCE Investigators (Sworn) | 2 | 50 | 2080 | \$31.40 | \$65,312.00 | \$55,515.20 | \$9,796.80 | \$0.00 |
| Troopers (3 FTE) | 3 | 100 | 2080 | \$28.40 | \$177,216.00 | \$150,633.60 | \$26,582.40 | \$0.00 |
| Sub-Total Salary | | | | | \$2,763,044.96 | \$2,348,588.23 | \$414,456.73 | \$0.00 |
| Overtime Information | | | | | | | | |
| Overtime | 8 | 100 | 2080 | \$43.75 | \$728,000.00 | \$618,800.00 | \$109,200.00 | \$0.00 |
| Sub-Total Overtime | | | | | \$728,000.00 | \$618,800.00 | \$109,200.00 | \$0.00 |
| TOTAL PERSONNEL | | | | | \$3,491,044.96 | \$2,967,388.23 | \$523,656.73 | \$0.00 |

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

Salary and fringe is required to pay both sworn and non-sworn personnel to accomplish the goals and objectives of the CVSP. Salaries are based on 2,080 hours per year. The percentage of time utilized by each employee for the grant varies depending upon each employees job duties and assignments on a daily basis. See table below showing hours (including estimated % time spent by each employee) multiplied by employee salary rate to obtain total salary in the far right column. For inspectors working in the field, a total of 33 FTE are shown for budget purposes utilizing an average salary rate of \$29.17 for all inspectors including inspector sergeants within the State Patrol. However, there are actually 102 inspectors who each utilize the MCSAP grant less than full-time. This is to ensure that the grant is leveraged and utilized by all inspectors throughout the state to meet the state's CVSP goals. There are also 3 FTE shown for troopers at an average salary rate of \$28.40 covering 110 troopers in high crash counties that are eligible to conduct traffic enforcement without inspection. Projecting the # of hours to be worked utilizing the grant for each of these sworn employees throughout the year is problematic given shifting law enforcement priorities on a daily basis throughout the year. Therefore, hours, salaries and fringes for inspectors and troopers are estimated and budgeted based on FTE and previous year actual expenditures, adjusting for projected salaries and applying the current fringe rates.

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

In FFY 2017, 8 FTE have been designated for overtime work for inspectors at a rate of \$43.75 for a total of \$728,000. When overtime fringe is added the total fringe benefits are \$867,994 which is 12.5% of the total FFY 2017 award.

| Positions/Salary | Hours | Salary Rate | Salary | Fringe |
|------------------|-------|-------------|----------|----------|
| Captain (50%) | 1,040 | \$44.00 | \$45,760 | \$22,372 |

| | | | | |
|--|--------|---------|-----------------|--------------------|
| Lieutenant (50%) | 1,040 | \$38.40 | \$39,936 | \$19,525 |
| Lieutenant (50%) | 1,040 | \$38.50 | \$40,040 | \$19,576 |
| Inspectors: 68,640 hours (33 FTE) distributed to 102 MCSAP inspectors | 68,640 | \$29.17 | \$2,002,229 | \$978,890 |
| Program Assistant - 90% | 1,872 | \$15.53 | \$29,072 | \$13,173 |
| Program Assistant – 50% CR’s | 1,040 | \$21.00 | \$21,840 | \$9,896 |
| Policy Analyst - 50% | 1,040 | \$29.56 | \$30,742 | \$13,929 |
| IT Support - 80% | 1,664 | \$30.25 | \$50,336 | \$22,807 |
| MCEI Manager/Sergeant – CRs - 50% | 1,040 | \$34.36 | \$35,734 | \$17,471 |
| MCEI’s (9 civilian) – 54 CR’s - 50% | 9,360 | \$24.02 | \$449,654 | \$101,869 |
| MCEI’s (2 sworn) - CR’s - 50% | 2,080 | \$31.40 | \$130,624 | \$31,931 |
| Troopers: hours (3 FTE) distributed to 110 troopers | 6,240 | \$28.40 | \$177,216 | \$86,641 |
| | | | Salary | \$2,763,055 |
| Overtime = 8 FTE Inspectors @\$43.75 (average salary at time and a half) | | | Overtime | \$728,000 |
| | | | Total | \$3,491,045 |

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 |
| Lieutenant | 48.89 | \$39,936.00 | \$19,524.71 | \$16,596.00 | \$2,928.71 | \$0.00 |
| Captain | 48.89 | \$45,760.00 | \$22,372.06 | \$19,016.25 | \$3,355.81 | \$0.00 |
| Lieutenant | 48.89 | \$40,040.00 | \$19,575.56 | \$16,639.23 | \$2,936.33 | \$0.00 |
| Inspectors (33 FTE) | 48.89 | \$2,002,229.00 | \$978,889.76 | \$832,056.30 | \$146,833.46 | \$0.00 |
| Program Assistant | 45.31 | \$29,072.00 | \$13,172.52 | \$11,196.64 | \$1,975.88 | \$0.00 |
| Program Assistant | 45.31 | \$21,840.00 | \$9,895.70 | \$8,411.35 | \$1,484.35 | \$0.00 |
| Policy Analyst | 45.31 | \$30,742.00 | \$13,929.20 | \$11,839.82 | \$2,089.38 | \$0.00 |
| IT Support | 45.31 | \$50,336.00 | \$22,807.24 | \$19,386.15 | \$3,421.09 | \$0.00 |
| MCEIU Manager/Sergeant | 48.89 | \$35,734.00 | \$17,470.35 | \$14,849.80 | \$2,620.55 | \$0.00 |
| MCE Investigators (Civ) | 45.31 | \$224,827.00 | \$101,869.11 | \$86,588.74 | \$15,280.37 | \$0.00 |
| MCE Investigators (Sworn) | 48.89 | \$65,312.00 | \$31,931.04 | \$27,141.38 | \$4,789.66 | \$0.00 |
| Troopers (3 FTE) | 48.89 | \$177,216.00 | \$86,640.90 | \$73,644.76 | \$12,996.14 | \$0.00 |
| Overtime | 19.23 | \$728,000.00 | \$139,994.40 | \$118,995.24 | \$20,999.16 | \$0.00 |
| Sub-Total Fringe Benefits | | | \$1,478,072.55 | \$1,256,361.66 | \$221,710.89 | \$0.00 |

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

Fringe Includes:

- Unemployment Compensation
- Disability Insurance
- FICA/Medicare (employer contribution)
- Health Insurance
- Flex-plan administration

- Life insurance
- Retirement contribution
- Post Retirement Health Benefit contribution

Salaries and fringe rates are based on 2,080 hours with a fringe rate (State FY 2016) of 48.89% for sworn and 45.31% for civilians per Wisconsin Department of Administration (DOA) rates. The fringe rates for each employee (or group of employees) are shown below and are applied (multiplied by) each employees salary amount to develop the fringe amounts in the far right column. The WisDOT overtime fringe rate of 19.23% was only applied to the amount of overtime salary for sworn personnel as civilians will not be using overtime. These fringe rates are as of 7/28/16 and are subject to change throughout the year.

| <u>Positions/Salary</u> | <u>Hours</u> | <u>Salary Rate</u> | <u>Salary</u> | <u>Fringe</u> |
|--|--------------|--------------------|------------------------|--------------------|
| Captain (50%) | 1,040 | \$44.00 | \$45,760 | \$22,372 |
| Lieutenant (50%) | 1,040 | \$38.40 | \$39,936 | \$19,525 |
| Lieutenant (50%) | 1,040 | \$38.50 | \$40,040 | \$19,576 |
| Inspectors: 68,640 hours (33 FTE) distributed to 102 MCSAP inspectors | 68,640 | \$29.17 | \$2,002,229 | \$978,890 |
| Program Assistant - 90% | 1,872 | \$15.53 | \$29,072 | \$13,173 |
| Program Assistant – 50% CR's | 1,040 | \$21.00 | \$21,840 | \$9,896 |
| Policy Analyst - 50% | 1,040 | \$29.56 | \$30,742 | \$13,929 |
| IT Support - 80% | 1,664 | \$30.25 | \$50,336 | \$22,807 |
| MCEI Manager/Sergeant – CRs - 50% | 1,040 | \$34.36 | \$35,734 | \$17,471 |
| MCEI's (9 civilian) – 54 CR's - 50% | 9,360 | \$24.02 | \$224,827 | \$101,869 |
| MCEI's (2 sworn) - CR's - 50% | 2,080 | \$31.40 | \$65,312 | \$31,931 |
| Troopers: 6,240 hours (3 FTE) distributed to 110 troopers | 6,240 | \$28.40 | \$177,216 | \$86,641 |
| | | | Salary | \$2,763,045 |
| Overtime = 8 FTE inspectors @\$43.75 (average salary at time and a half) | | | Overtime | \$728,000 |
| | | | Fringe | \$1,338,079 |
| | | | Overtime Fringe | \$139,994 |

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 |
| Program Travel | | | \$85,173.10 | \$72,397.13 | \$12,775.97 | \$0.00 |
| Sub-Total Travel | | | \$85,173.10 | \$72,397.13 | \$12,775.97 | \$0.00 |

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

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

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

| PROGRAM TRAVEL | Amount |
|--|-----------------|
| Routine MCSAP travel based on previous years expenses- lodging/meal allowance, instate travel, and annual in-service training. | \$57,388 |
| Conference Travel (travel, hotel, and meal costs) | |
| CVSA Annual Conference (3 attendees @ \$1,346.66) | \$4,040 |
| NAIC Conference (1 attendee @ 1,323) | \$1,323 |
| CVSA Workshop (3 attendees @ \$1,212) | \$3,636 |
| FMCSA Planning Session (3 attendee @ \$1,212) | \$3,636 |
| Training Travel | |
| COHMED (2 attendees @ \$1,515) | \$3,030 |
| FMCSA IT (2 attendee @ 1,515) | \$3,030 |
| FMCSA CR Training (1 attendee @ 1,515) | \$1,515 |
| Misc – Necessary/Not Planned covers travel for unanticipated, but necessary training or seminars directly related to the motor carrier enforcement function that may occur in the upcoming year such as receiving certification training (Part A/Part B for up to three new inspector recruits), training on best practices, or for conducting training in another (e.g., border state) at the request of CVSA or FMCSA. (5 attendees @ \$1,515) | \$7,575 |
| Sub-Total | \$85,173 |

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 |
| In-Car Video Cameras | 7 | \$5,500.00 | \$38,500.00 | \$32,725.00 | \$5,775.00 | \$0.00 |
| Sub-Total Equipment | | | \$38,500.00 | \$32,725.00 | \$5,775.00 | \$0.00 |

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

In-car video cameras for 7 FTE inspectors to be used to document work activity and traffic stops. In addition, \$26,000.00 in cloud storage (see "other" category) is also being requested to store the video for these 7 cameras including cloud storage for the to 26 video cameras that were purchased in FFY 2016.

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 | 1 | Year | \$58,422.65 | \$58,422.65 | \$49,659.25 | \$8,763.40 | \$0.00 |
| Uniforms and Uniform-Related | 437 | Uniform | \$116.00 | \$50,692.00 | \$43,088.20 | \$7,603.80 | \$0.00 |
| Desktop Computer Replace | 1 | Desktop | \$747.08 | \$747.08 | \$635.02 | \$112.06 | \$0.00 |
| MC Enf Hotline Brochures | 354 | Brochure | \$1.00 | \$354.00 | \$300.90 | \$53.10 | \$0.00 |
| Sub-Total Supplies | | | | \$110,215.73 | \$93,683.37 | \$16,532.36 | \$0.00 |

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

To conduct office work and mobile enforcement in support of the CVSP goals and objectives, general office supplies are required including such items as pens, paper, printer cartridges, thumb drives, fax machine, ribbons, magnetic tapes, diskettes, computer peripherals, safety supplies, small inspection tools, appliances used primarily for office work such as dictaphones, calculators etc. as needed for 102 inspector staff at 7 individual posts and 11 investigators located throughout the state. Projected costs are derived from average annual expenses associated with motor carrier enforcement from previous years - office supply needs can vary greatly based upon current projects and changing law enforcement priorities. The amount estimated is \$58,422.65

It is estimated that 1 desktop computer replacement will be required for one staff member totalling \$747.08 (based on replacement of 1 computer each year on average for 1 FTE staff focusing on motor carrier enforcement).

Uniform repair, alterations, safety glasses and other supplies related to inspector uniforms will be required in order to conduct inspections and represent the State during motor carrier education enforcement activities. The amount can vary considerably depending upon age of uniforms and replacement needs per inspector and is estimated on previous year expenses for replacement uniforms, repairs and new uniforms for recruits.

Brochures promoting the motor carrier enforcement hotline (staffed by investigators to handle all types of motor carrier enforcement questions) are provided at the safety weight enforcement facilities, at traffic stops and at outreach and educational workshops.

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 |
| Sub-Total Contractual | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

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

No contractual charges are proposed.

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 | | | | |

| 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 | E |
| Inspector Fleet Costs (33 vehicles) | 39782 | Miles (33 Employees) | \$12.87 | \$511,994.34 | \$435,195.19 | \$76,799.15 | |
| Inspector Aircards | 46 | Aircards | \$480.10 | \$22,084.60 | \$18,771.91 | \$3,312.69 | |
| Telecommunications: Cellular/Wireless Service | 12 | Months | \$2,346.67 | \$28,160.04 | \$23,936.03 | \$4,224.01 | |
| Telecommunications: Long Distance Service | 12 | Months | \$67.33 | \$807.96 | \$686.77 | \$121.19 | |
| Telecommunications:Wired Phone Expenses Including Voicemail | 12 | Months | \$622.83 | \$7,473.96 | \$6,352.87 | \$1,121.09 | |
| IT/Network | 12 | Months | \$2,666.67 | \$32,000.04 | \$27,200.03 | \$4,800.01 | |
| Conference Costs - CVSA Conf. | 3 | Attendees | \$404.00 | \$1,212.00 | \$1,030.20 | \$181.80 | |
| DataQ Information Brochures | 2000 | Brochures | \$0.18 | \$360.00 | \$306.00 | \$54.00 | |
| Books/Manuals for Annual Inservice | 123 | Sworn Personnel | \$139.59 | \$17,169.57 | \$14,594.13 | \$2,575.44 | |
| Training Costs - Necessary Misc/Not Planned | 5 | Attendees | \$202.00 | \$1,010.00 | \$858.50 | \$151.50 | |
| Training Costs - FMCSA CR Training | 1 | Attendee | \$202.02 | \$202.02 | \$171.72 | \$30.30 | |
| Training Costs - FMCSA IT Workshop | 2 | Attendees | \$202.00 | \$404.00 | \$343.40 | \$60.60 | |
| Training Costs - COHMED | 2 | Attendees | \$303.00 | \$606.00 | \$515.10 | \$90.90 | |
| CVSA Dues | 1 | Year | \$9,800.00 | \$9,800.00 | \$8,330.00 | \$1,470.00 | |
| Aircraft/Pilot Rental | 24 | Hours | \$132.00 | \$3,168.00 | \$2,692.80 | \$475.20 | |
| Event Data Recorder | 4 | Payments | \$1,478.75 | \$5,915.00 | \$5,027.75 | \$887.25 | |
| CVSA Decals | 10000 | Decals | \$0.28 | \$2,800.00 | \$2,380.00 | \$420.00 | |
| Master Lease | 2 | Payments | \$28,600.00 | \$57,200.00 | \$48,620.00 | \$8,580.00 | |
| Cadet Inspector Training | 8 | Cadets | \$34,211.63 | \$273,693.04 | \$232,639.08 | \$41,053.96 | |
| Hazmat Software License | 100 | Inspector | \$457.14 | \$45,714.00 | \$38,856.90 | \$6,857.10 | |
| Data Collection - CMV/Bicycle/Ped Crashes | 2 | Data Reports | \$5,000.00 | \$10,000.00 | \$8,500.00 | \$1,500.00 | |
| Pre-Pass 360 E-Screen Annual Fee | 1 | Annual Fee | \$30,000.00 | \$30,000.00 | \$25,000.00 | \$5,000.00 | |
| Cloud Storage: External Vendor | 1 | Cloud Storage | \$26,000.00 | \$26,000.00 | \$22,100.00 | \$3,900.00 | |
| Sub-Total Other Costs | | | | \$1,087,774.57 | \$924,108.38 | \$163,666.19 | |

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

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

Training costs are estimated based on previous year expenses on a per attendee basis. For FFY 2017, 2 staff members will attend Cooperative Hazardous Materials Enforcement Development (COHMED), 2 staff members will attend FMCSA IT training, the Motor Carrier Investigation Unit Supervisor from State Patrol will attend FMCSA CR training, and 5 staff members are projected to attend FMCSA or CVSA sponsored training that is necessary but not known or scheduled at this time.

| | | | | | |
|----------------------------|--|--|--|--|-------|
| COHMED (2 attendees@\$303) | | | | | \$606 |
|----------------------------|--|--|--|--|-------|

| | | | | | |
|---|--|--|--|--|---------|
| | | | | | |
| FMCSA IT (2 attendees @202) | | | | | \$402 |
| FMCSA CR Training (1 attendee @\$202) | | | | | \$202 |
| Misc – Necessary/Not Planned (5 attendees @\$202) | | | | | \$1,010 |

New books and manuals (e.g., hazmat manuals) are used for annual in-service training and estimated based upon previous year expenditure (\$17,170). The manuals are used by 123 sworn personnel (includes local law enforcement) throughout the year and in the field while conducting enforcement and providing education to various groups. @\$139.59 per each person.

DataQ Information Brochures (2,000 brochures@\$0.18 per brochure = \$360) are developed and purchased to provide information to the motor carrier community on the requirements and process involved for processing requests for data review. This is necessary to ensure that the motor carrier community is provided with due process.

IT/Network expenses based on pro-rated portion (40%) of time directly spent on MCSAP time/activities including data/word processing equipment, communication tower maintenance, internet usage, computer equipment maintenance, mainframe/batch computer charges, database access, host connect circuit charges, data storage, CICS/DB2 applications usage, personal computer equipment, PC software purchases on personal computers, email charges for maintenance and support of email systems provided from the State Department of Administration (DOA) and state consolidated network charges (DOA). Utilizing and maintaining digital infrastructure is critical for motor carrier enforcement education and enforcement activities. These costs can fluctuate due to computer usage patterns by personnel as well as changing maintenance needs which vary throughout the year. As such, these costs are based on previous year expenses which are @\$32,000.04 per year (40% time directly spent on MCSAP activities).

Telecommunications based on prorated portion (40% directly spent on MCSAP activities) including: utilizing and maintaining voice communication infrastructure is also critical for conducting motorcarrier enforcement (e.g., communication among inspector staff and headquarters) as well as communication with the motor carrier community and general public. Three categories of telecommunications exist: wired phone expenses including voicemail (\$7,474), long distance service (\$808), and cellular/wireless service (\$28,160). The amount estimated for each of the three categories is based on actual cost from previous year expenses - costs can fluctuate throughout the year depending upon usage patterns as well as due to the fact that different coverage plans exist for different needs depending upon the individual user and where the user is located in the state. Costs for wired phone and cellular/wireless includes not only the service but the phones and ancillary equipment if they malfunction, need repair or need to be replaced.

Aircards allows inspectors, investigators, and headquarter staff to have secured internet access on their laptops using their cellular service. This is important for data communication when reporting inspection and other data including data on out of service carriers under a federal order. For inspectors, there are 107 air cards @\$40/month for 12 months and prorated at 40% based upon the estimated time that the air cards are used for MCSAP activities. Total cost to the MCSAP grant is \$22,085 which is equivalent to 46 cards paid for by the grant (each card costs \$480.10 per year).

Master Lease - A payment used to cover the cost of master lease financed data, word processing and computer equipment. Master lease financing is similar to a loan with the Department of Administration/State of Wisconsin acting as the financier. These payments occur each February 1st and August 1st and are initiated by the DOA State Controller's Office. WisDOT pays DOA who finances the purchase of IT-related supplies for WisDOT and the MCSAP program including laptops, servers, printers, communication infrastructure, networking, etc. For the MCSAP program, this annual payment covers the 39 tough books that were purchased in FFY 2016 (pro-rated at the time of the purchase at 26 FTE inspectors, 1 FTE IT specialist, and 12 investigators 100% MCSAP time).

39 tough books*\$4,400/toughbook = \$171,600 broken into three years of payments = \$57,200 per year

Cadet Inspector Training: Based on analysis of time spent on MCSAP activities by sworn inspectors, the total equivalent time spent on the training portion of cadets for inspection-related activity is \$273,693.04 or \$34,211.63 per recruit based on actual costs of previous training and pro-rating at 44% based on actual time spent on MCSAP activity by inspectors in the field.

CVSA Decals are used for North American Standard Level I and/or Level V inspections. "Pass Inspection" means that during a North American Standard Level I or Level V Inspection no defects are found of critical vehicle inspection and the vehicle must not have any violations of the items contained in operational policy and *North American Standard Out-of Service Criteria*. The number of CVSA decals needed (10,000) are based upon the number used in previous years. 10,000*\$0.28 per decal = \$2,800.

Event Data Recorder (EDR) Diagnostic Tool Maintenance - EDR is used to gather records on CMV only (100% MCSAP). The payment covers the cost of the software license maintenance that is assessed four times annually for 3 diagnostic tools that are used as part of the inspection process to access the data records and history (black box) of four diesel engine types. In previous years, diagnostic equipment was purchased. In FFY 2016, only software license maintenance charges will be assessed by vendors (\$5,915).

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

CVSA dues are paid to the organization once per year (\$9,800). CVSA promotes commercial motor vehicle safety and security by providing leadership to enforcement, industry and policy makers. Being part of this organization helps to inform the Wisconsin State Patrol regarding current trends in policy while promoting communication between the states and FMCSA. This also supports the goals of the CVSP.

Fleet costs include mileage, fuel, and cost of repairs for 33 vehicles (based on FTE for MCSAP only activities) that are used by inspectors for mobile enforcement and MCSAP-related business such as driving to safety presentations or meetings with motor carriers. The rate for squad cars is set each year by the WisDOT Office of Policy, Performance and Improvement. The FY 2017 rate for squad cars is \$0.39 per mile. For 33 (FTE) vehicles, the total rate would then be \$12.87/mile multiplied by an estimated 39,782 miles = \$511,994.34.

Data collection for CMV/Pedestrian/Bicycle Crashes. According to FMCSA study, from 2009 to 2013 there was a 17% increase in all fatalities but a 30 percent increase in pedestrian fatalities and a 39 percent increase in bicyclist fatalities involving a CMV. As a result, this has become an issue of concern to FMCSA in recent years. The Wisconsin State Patrol conducted a preliminary crash analysis of counties where these crashes are occurring and determined that two counties - Dane and Milwaukee Counties - should be investigated further to determine the nature, location and contributing circumstances of these crashes and to suggest countermeasures. A total of \$5,000 per county (total \$10,000) is proposed to collect and analyze data from the DT 4000 database, map specific locations, conduct interviews with local officials such as police departments who conducted the crash investigations, public works departments to analyze street geometries, traffic safety commissions, planning departments in understanding surrounding land uses contributing to crashes and to suggest possible countermeasures. Because the data collection focuses on crash events always involving CMVs it is considered primarily a MCSAP activity pro-rated at 100% MCSAP.

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

Pre-Pass 360 Annual Fee of \$30,000 (based on what Pre-pass would charge the State for the service). This is a CMV only activity and considered 100% MCSAP cost - The 360SmartView e-screening solution uses license plate cameras and OCR technology to identify and screen commercial carriers, trucks, trailers, and drivers for safety and regulatory compliance factors of interest to enforcement officers, helping them make more informed decision while focusing on at-risk vehicles and drivers during the inspection process. The system's approach to selecting vehicles for inspection ensures that policies and procedures related to safety and compliance of commercial traffic are uniformly and consistently applied. 360SmartView interfaces with weigh station systems, such as height detectors and static scales, and includes this information in the e-screening decision. Inspectors can use 360SmartView data to identify vehicles for further screening, while enforcement agencies can use the system to help schedule, inform and optimize their operation. 360SmartView's approach to safety and security vetting quickly identifies higher risk carriers, trucks, trailers and drivers, giving site enforcement officers time to screen more potentially unsafe vehicles and remove them from the road. Drivers using pre-pass that are non-compliant and bypass scales are much easier to identify using the 360SmartView interface. Participation in this program would also qualify the state to obtain free weigh-in-motion technology for its Safety Weight Enforcement Facilities. More information about Pre-Pass 360 can be found here: https://www.neudesic.com/wp-content/uploads/2014/03/CS_Xerox_PrePass_360Smartview_e-Screening.pdf

Cloud Storage External Vendor. This will provide storage for in-car camera video for 26 cameras purchased for inspector vehicles in FFY 2016 plus an additional 7 proposed to be purchased under the FFY 2017 grant. The total cost is \$26,000 based on vendor bid estimate for 33 FTE inspectors (100% MCSAP for 33 FTE).

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 | \$5,883,351.00 | \$1,038,238.00 | \$6,921,590.00 |

Allowable amount for Overtime (15% of total award amount without justification): \$1,038,238.00
 Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$502,258.00

| Personnel (Payroll Costs) | | | | |
|----------------------------------|-----------------------|---------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Lieutenant | \$33,945.60 | \$5,990.40 | \$39,936.00 | \$0.00 |
| Captain | \$38,896.00 | \$6,864.00 | \$45,760.00 | \$0.00 |
| Lieutenant | \$34,034.00 | \$6,006.00 | \$40,040.00 | \$0.00 |
| Inspectors (33 FTE) | \$1,701,894.48 | \$300,334.32 | \$2,002,228.80 | \$0.00 |
| Program Assistant | \$24,711.34 | \$4,360.82 | \$29,072.16 | \$0.00 |
| Program Assistant | \$18,564.00 | \$3,276.00 | \$21,840.00 | \$0.00 |
| Policy Analyst | \$26,131.04 | \$4,611.36 | \$30,742.40 | \$0.00 |
| IT Support | \$42,785.60 | \$7,550.40 | \$50,336.00 | \$0.00 |
| MCEIU Manager/Sergeant | \$30,374.25 | \$5,360.15 | \$35,734.40 | \$0.00 |
| MCE Investigators (Civ) | \$191,103.12 | \$33,724.08 | \$224,827.20 | \$0.00 |
| MCE Investigators (Sworn) | \$55,515.20 | \$9,796.80 | \$65,312.00 | \$0.00 |
| Overtime | \$618,800.00 | \$109,200.00 | \$728,000.00 | \$0.00 |
| Troopers (3 FTE) | \$150,633.60 | \$26,582.40 | \$177,216.00 | \$0.00 |
| Subtotal for Personnel | \$2,967,388.23 | \$523,656.73 | \$3,491,044.96 | \$0.00 |

| Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.) | | | | |
|--|-----------------------|---------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Lieutenant | \$16,596.00 | \$2,928.71 | \$19,524.71 | \$0.00 |
| Captain | \$19,016.25 | \$3,355.81 | \$22,372.06 | \$0.00 |
| Lieutenant | \$16,639.23 | \$2,936.33 | \$19,575.56 | \$0.00 |
| Inspectors (33 FTE) | \$832,056.30 | \$146,833.46 | \$978,889.76 | \$0.00 |
| Program Assistant | \$11,196.64 | \$1,975.88 | \$13,172.52 | \$0.00 |
| Program Assistant | \$8,411.35 | \$1,484.35 | \$9,895.70 | \$0.00 |
| Policy Analyst | \$11,839.82 | \$2,089.38 | \$13,929.20 | \$0.00 |
| IT Support | \$19,386.15 | \$3,421.09 | \$22,807.24 | \$0.00 |
| MCEIU Manager/Sergeant | \$14,849.80 | \$2,620.55 | \$17,470.35 | \$0.00 |
| MCE Investigators (Civ) | \$86,588.74 | \$15,280.37 | \$101,869.11 | \$0.00 |
| MCE Investigators (Sworn) | \$27,141.38 | \$4,789.66 | \$31,931.04 | \$0.00 |
| Overtime | \$118,995.24 | \$20,999.16 | \$139,994.40 | \$0.00 |
| Troopers (3 FTE) | \$73,644.76 | \$12,996.14 | \$86,640.90 | \$0.00 |
| Subtotal for Fringe Benefits | \$1,256,361.66 | \$221,710.89 | \$1,478,072.55 | \$0.00 |

| Program Travel | | | | |
|------------------------------------|--------------------|--------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Program Travel | \$72,397.13 | \$12,775.97 | \$85,173.10 | \$0.00 |
| Subtotal for Program Travel | \$72,397.13 | \$12,775.97 | \$85,173.10 | \$0.00 |

| Equipment | | | | |
|-------------------------------|--------------------|-------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| In-Car Video Cameras | \$32,725.00 | \$5,775.00 | \$38,500.00 | \$0.00 |
| Subtotal for Equipment | \$32,725.00 | \$5,775.00 | \$38,500.00 | \$0.00 |

| Supplies | | | | |
|------------------------------|--------------------|--------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Office Supplies | \$49,659.25 | \$8,763.40 | \$58,422.65 | \$0.00 |
| Uniforms and Uniform-Related | \$43,088.20 | \$7,603.80 | \$50,692.00 | \$0.00 |
| Desktop Computer Replace | \$635.02 | \$112.06 | \$747.08 | \$0.00 |
| MC Enf Hotline Brochures | \$300.90 | \$53.10 | \$354.00 | \$0.00 |
| Subtotal for Supplies | \$93,683.37 | \$16,532.36 | \$110,215.73 | \$0.00 |

| Contractual (Subgrantees, Consultant Services, etc.) | | | | |
|---|-------------------|-----------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Subtotal for Contractual | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

| Other Expenses | | | | |
|---|---------------------|---------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Inspector Fleet Costs (33 vehicles) | \$435,195.19 | \$76,799.15 | \$511,994.34 | \$11,035.35 |
| Inspector Aircards | \$18,771.91 | \$3,312.69 | \$22,084.60 | \$0.00 |
| Telecommunications: Cellular/Wireless Service | \$23,936.03 | \$4,224.01 | \$28,160.04 | \$0.00 |
| Telecommunications: Long Distance Service | \$686.77 | \$121.19 | \$807.96 | \$0.00 |
| Telecommunications:Wired Phone Expenses Including Voicemail | \$6,352.87 | \$1,121.09 | \$7,473.96 | \$0.00 |
| IT/Network | \$27,200.03 | \$4,800.01 | \$32,000.04 | \$0.00 |
| Conference Costs - CVSA Conf. | \$1,030.20 | \$181.80 | \$1,212.00 | \$0.00 |
| DataQ Information Brochures | \$306.00 | \$54.00 | \$360.00 | \$0.00 |
| Books/Manuals for Annual Inservice | \$14,594.13 | \$2,575.44 | \$17,169.57 | \$0.00 |
| Training Costs - Necessary Misc/Not Planned | \$858.50 | \$151.50 | \$1,010.00 | \$0.00 |
| Training Costs - FMCSA CR Training | \$171.72 | \$30.30 | \$202.02 | \$0.00 |
| Training Costs - FMCSA IT Workshop | \$343.40 | \$60.60 | \$404.00 | \$0.00 |
| Training Costs - COHMED | \$515.10 | \$90.90 | \$606.00 | \$0.00 |
| CVSA Dues | \$8,330.00 | \$1,470.00 | \$9,800.00 | \$0.00 |
| Aircraft/Pilot Rental | \$2,692.80 | \$475.20 | \$3,168.00 | \$0.00 |
| Event Data Recorder | \$5,027.75 | \$887.25 | \$5,915.00 | \$0.00 |
| CVSA Decals | \$2,380.00 | \$420.00 | \$2,800.00 | \$0.00 |
| Master Lease | \$48,620.00 | \$8,580.00 | \$57,200.00 | \$0.00 |
| Cadet Inspector Training | \$232,639.08 | \$41,053.96 | \$273,693.04 | \$0.00 |
| Hazmat Software License | \$38,856.90 | \$6,857.10 | \$45,714.00 | \$0.00 |
| Data Collection - CMV/Bicycle/Ped Crashes | \$8,500.00 | \$1,500.00 | \$10,000.00 | \$0.00 |
| Pre-Pass 360 E-Screen Annual Fee | \$25,000.00 | \$5,000.00 | \$30,000.00 | \$0.00 |
| Cloud Storage: External Vendor | \$22,100.00 | \$3,900.00 | \$26,000.00 | \$0.00 |
| Subtotal for Other Expenses including Training & Conferences | \$924,108.38 | \$163,666.19 | \$1,087,774.57 | \$11,035.35 |

| Total Costs | | | | |
|----------------------------------|-----------------------|---------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Subtotal for Direct Costs | \$5,346,663.77 | \$944,117.14 | \$6,290,780.91 | \$11,035.35 |
| Total Costs Budgeted | \$5,346,663.77 | \$944,117.14 | \$6,290,780.91 | \$11,035.35 |

Comprehensive Budget

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

| ESTIMATED Fiscal Year Funding Amounts for MCSAP | | | |
|--|-------------------|-----------------|-------------------------|
| | 85% Federal Share | 15% State Share | Total Estimated Funding |
| Total | \$5,883,351.00 | \$1,038,238.00 | \$6,921,590.00 |

- **The Total Federal Share budgeted does not equal 85% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 85%.**
- **The Total State Share budgeted does not equal 15% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 15%.**

| Cost Summary by Budget Category | | | | |
|--|--------------------|--------------------|--------------------------|--------------------------|
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Personnel Total | \$3,262,944.79 | \$575,813.77 | \$3,838,758.56 | \$0.00 |
| Fringe Benefit Total | \$1,393,353.22 | \$245,885.87 | \$1,639,239.09 | \$0.00 |
| Program Travel Total | \$89,329.13 | \$15,763.97 | \$105,093.10 | \$0.00 |
| Equipment Total | \$32,725.00 | \$5,775.00 | \$38,500.00 | \$0.00 |
| Supplies Total | \$100,146.77 | \$17,672.96 | \$117,819.73 | \$0.00 |
| Contractual Total | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Other Expenses Total | \$988,823.94 | \$175,086.58 | \$1,163,910.52 | \$11,035.35 |
| Total Costs | | | | |
| | 85% Federal Share | 15% State Share | Total Grant Expenditures | Planned MOE Expenditures |
| Subtotal for Direct Costs | \$5,867,322.85 | \$1,035,998.15 | \$6,903,321.00 | \$11,035.35 |
| Indirect Costs | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Total Costs Budgeted | \$5,867,322 | \$1,035,999 | \$6,903,321 | \$11,035 |

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

- **The Total Federal Share budgeted does not equal 85% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 85%.**
- **The Total State Share budgeted does not equal 15% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 15%.**

Appendix A: Construction Zone Analysis with Performance Targets

| County | Total Crashes | Crashes Average | FFY 2017 |
|--------------|---------------|-----------------|-----------------------|
| | FFY 2013-2015 | FFY 2013-2015 | Reduction Target (1%) |
| Milwaukee | 268 | 89.33 | 88.44 |
| Winnebago | 50 | 16.67 | 16.50 |
| Kenosha | 61 | 20.33 | 20.13 |
| Waukesha | 41 | 13.67 | 13.53 |
| Brown | 95 | 31.67 | 31.35 |
| Dane | 132 | 44.00 | 43.56 |
| St. Croix | 32 | 10.67 | 10.56 |
| Marathon | 22 | 7.33 | 7.25 |
| Racine | 42 | 14.00 | 13.86 |
| Eau Claire | 37 | 12.33 | 12.21 |
| Dunn | 10 | 3.33 | 3.30 |
| Trempealeau | 4 | 1.33 | 1.32 |
| Rock | 21 | 7.00 | 6.93 |
| Washington | 31 | 10.33 | 10.23 |
| La Crosse | 23 | 7.67 | 7.59 |
| Total | 869 | 19.31 | 19.11 |

Source: WisDOT DT 4000 Crash Database (2016)

State of Wisconsin
Summary of 2015-2016 Legislative Session
Motor Carrier – Related Enacted Legislation (includes size/weight laws)
September 12, 2016

- **[Act 15](#)** – effective May 1, 2015. Changes to s. 348.05 were effective Nov. 1, 2015.
 - Subject: operating implements of husbandry and agricultural motor vehicles on highways and transporting implements of husbandry on highways
 - Statutes: many (see act)
 - The act made a number of changes related to [2013 Wisconsin Act 377](#), which regulated the operation of agricultural vehicles. Act 15 modified requirements that pertain to implements of husbandry, agricultural CMVs, potato harvesters, the sale of farm equipment, the trailering of farm equipment, and the no-fee permitting system.
- **[Act 123](#)** – effective July 1, 2016.
 - Subject: commercial driver licenses
 - Statute: [346.89 \(4\) \(b\)](#)
 - Among other things, the act conforms state statute in s. [346.89 \(4\) \(b\)](#) with [49 CFR 390.5](#) related to the use of hand-held mobile telephones by CMV drivers. [346.89 \(4\) \(b\) 2. a.](#) will be the citation for a CMV driver using at least one hand to hold a mobile telephone or any connected accessory to conduct a voice communication. [346.89 \(4\) \(b\) 2. b.](#) will be the citation for a CMV driver dialing or answering a mobile telephone by pressing more than a single button. [346.89 \(4\) \(b\) 2. c.](#) will be the citation for a CMV driver reaching for a mobile telephone in a manner that requires the driver to maneuver so that he or she is no longer in a seated driving position.
- **[Act 135](#)** – effective February 6, 2016.
 - Subject: applying motor carrier regulations to motor carriers operating in intrastate commerce
 - Statutes: [194.03](#), [194.03 \(1\)](#), [194.03 \(2\)](#), [194.20](#), and [194.20 \(1\)](#)
 - The act allows DOT to promulgate rules regulating the safety of intrastate commerce as it does for interstate commerce. Provisions of law relating to interstate motor carriers now apply to motor carriers engaged in intrastate commerce.
- **[Act 137](#)** – effective May 5, 2016.
 - Subject: transport of radiological materials
 - Statutes: to amend [20.395 \(5\) \(dg\)](#), [25.40 \(1\) \(a\) 14.](#) and [227.43 \(1\) \(bg\)](#), and to create [348.105](#) and [348.11 \(3\)](#)
 - The act requires a permit to transport a highway route controlled quantity of radiological materials and an escort by the state patrol.
 - The act eliminated the prohibition against switchblades. Persons prohibited from possessing firearms may not carry concealed knives that are also dangerous weapons.
- **[Act 160](#)** – effective March 2, 2016.
 - Subject: mounting a motor vehicle monitoring device to the front windshield of a vehicle.
 - Statute: [347.435](#)
 - The act allows a person to operate a motor vehicle with a device designed to monitor the operator for the purpose of safety or improving vehicle operation mounted to the front windshield if it is mounted directly above, behind, or below the rear-view mirror. These are allowed on all types of vehicles. They must provide feedback to the operating relating to safety or improving vehicle operation. There are no restrictions on size just

where they can be mounted. These devices are not a violation of [346.88](#), view obstructions. These devices are most prevalent in CMVs for use in the trucking industry.

- [Act 232](#) – effective March 3, 2016.
 - Subject: implements of husbandry and agricultural commercial motor vehicles operated or transported on highways
 - Statutes: many (see act)
 - The act made changes specific to implements of husbandry and agricultural commercial motor vehicles operated or transported on public roads, including the permissible width of these vehicles, lighting and marking requirements, terminology used throughout the Wisconsin statutes relevant to the operation of agricultural vehicles, no-fee permits, and disclosure of gross vehicle weight and axle weights at the time of sale.
- [Act 235](#) – effective March 3, 2016.
 - Subject: seasonal weight limitations for certain vehicles transporting agricultural crops
 - Statute: [348.17 \(5\) \(a\)](#)
 - The act changes the beginning date of the annual exception from vehicle weight limits for vehicles transporting agricultural crops, allowing them to be 15% heavier, to August 1.
- [Act 324](#) – effective April 1, 2016.
 - Subject: hauling restrictions for special interest motor vehicles
 - Statutes: [341.266 \(2\) \(e\) 1.](#) and [341.266 \(2\) \(e\) 2.](#)
 - The act prohibits collector vehicles from transporting property for hire. The act clarifies the applicable towing restrictions for certain truck-tractors with collector plates.
- [Act 360](#) – effective April 17, 2016.
 - Subject: size and weight limits of vehicles operating on the I-39 and I-41 corridors and highway information signs
 - Statutes: many (see act)
 - The act adjusts vehicle size and weight limits on I-39 and I-41, and it clarifies and implements the federal weight grandfathering provisions for these highways.

2017 Annual Certificate of Compatibility

In accordance with 49CFR, Parts 350 and 355, as the Secretary of the Department of Transportation, State of Wisconsin, I do hereby certify that the State of Wisconsin's compatibility with appropriate parts of the Federal Motor Carrier Safety Regulations and the Federal Hazardous Material Regulations are as follows:

Interstate Motor Carriers

Trans 325 – Motor Carrier Safety Regulations

Adoption Date – April, 2009

Effective Date – May 2009

Trans 326 – Motor Carrier Safety Regulations for Transportation of Hazardous Materials

Adoption Date – April, 2009

Effective Date – May 2009

Intrastate Motor Carrier Regulations

Trans 327 – Motor Carrier Safety Regulations

Adoption Date – April, 2009

Effective Date – May 2009

On the basis of FMCSA's audit of Wisconsin's Motor Carrier Safety Program conducted in 2009, the State's CMV laws and administrative rules were found to be incompatible in certain areas and the State is currently working toward becoming compliant with all Federal CMV laws through the implementation of an action plan prepared by the state in 2012 (see attached). At this time, Wisconsin is expected to become compliant with all of the findings of the FMCSA audit by CY 2017.

Dated this 28 day of July 2016



Signature of Person Certifying

Legal Authority Statement

Wisconsin statutes and administrative rules and policies are adequate to permit the Wisconsin State Patrol to accomplish the goals and objectives of the "State Commercial Motor Vehicle Safety Plan."

**PERFORMANCE PROGRESS REPORT
MCSAP FORMULA Program Monitoring Report**

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

REGULATORY COMPLIANCE

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

| Finding # | FMSCA Finding | Action Plan | Est. Completion Date | Date Completed |
|------------------|--|---|-----------------------------|---|
| 1(a) | 49 CFR 390.3 and 390.5 – Definition of a Common Carrier – The State’s definition of a common carrier in s. 194.01 (1), stats. excluding taxicabs and car pool or van pool vehicles with a passenger carrying capacity of less than 16 persons is not compatible with the exceptions and definitions in 49 CFR 390.3(f)(6)(i) and (ii), and 395.5. | The state definition was changed in 2013 Wisconsin Act 364 to be compatible with the exceptions and definitions found in 49 CFR 390.3(f)(6)(i) and (ii), and 395.5. | N/A | 4/2014 |
| 1(b) | 49 CFR 390.5 – Definition of a Private Motor Carrier – The State’s definition of a private motor carrier in s. 194.01 (11), stats. is not compatible with the definition of a private motor carrier in 49 CFR 390. | Included in Department of Transportation Biennial Budget Request. | CY 2015 | Revision was adopted into state statute on 7/13/15. |

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Federal Motor Carriers Safety Administration
U.S. Department of Transportation

| Finding # | FMSCA Finding | Action Plan | Est. Completion Date | Date Completed |
|------------------|---|---|-----------------------------|---|
| 1(c) | 49 CFR 390.3(f) – School Bus Operations – The State’s exemption in Trans 327.09 (1) of intrastate school buses from its adoption of the FMCSRs when the bus is being used for authorized educational extracurricular or charter activities is not compatible with 49 CFR 390.3(f). | Will revise through rulemaking including review by the Governor’s Office. | CY 2017 | The Governor has approved the scoping statement. Rule has been drafted and is being scheduled for a public hearing. |
| 1(d) | 49 CFR 390.23 – Relief From Regulations – The State’s exemption of intrastate drivers from its adoption of driver qualifications and hours of service (HOS) regulations during emergencies, in Trans 327.09 (6) is not compatible with 49 CFR 390.23. | Will revise through rulemaking including review by the Governor’s Office. | CY 2017 | The Governor has approved the scoping statement. Rule has been drafted and is being scheduled for a public hearing. |

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| Finding # | FMSCA Finding | Action Plan | Est. Completion Date | Date Completed |
|------------------|---|--|-----------------------------|---|
| 1(e) | 49 CFR 391 – Driver Qualifications – The State’s exemption in Trans 327.09 of intrastate drivers holding a Wisconsin CDL issued prior to July 29, 1996 from the driver qualification requirements contained in 49 CFR 391 is not compatible with the FMCSRs. | Will revise through rulemaking which includes review by the Governor’s Office. | CY 2017 | The Governor has approved the scoping statement. Rule has been drafted and is being scheduled for a public hearing. |
| 1(f) | 49 CFR 391.11(b)(1) – Driver Age – The State’s exception for intrastate drivers of CMVs in Trans 327.03 from the minimum age requirements contained in 49 CFR 391.11(b)(1) is not compatible with the FMCSRs. | Will revise through rulemaking which includes review by the Governor’s Office. | CY 2017 | The Governor has approved the scoping statement. Rule has been drafted and is being scheduled for a public hearing. |
| 1(g) | 49 CFR 392.10 – Stopping at Railroad Crossings – The State’s statute in s. 346.45, stats. Requiring stopping at railroad (RR) crossings is not compatible with the requirement to stop at RR crossings in 49 CFR 392.10. | Included in Department of Transportation Biennial Budget Request. | CY 2015 | Revision was adopted into state statute on 7/13/15 |

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MCSAP FORMULA Program Monitoring Report**

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

PERFORMANCE PROGRESS REPORT
MCSAP FORMULA Program Monitoring Report

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

| Finding # | FMSCA Finding | Action Plan | Est. Completion Date | Date Completed |
|-----------|--|---|----------------------|---|
| 1(j) | 49 CFR 395.1(e), 395.3, and 395.8 – Records of Duty Status and HOS – The State’s regulations in Trans 327.03 (10), 327.05 (3), and 327.09 concerning intrastate HOS and records of duty status (RODS) are not compatible with 49 CFR 395. | Will revise through rulemaking that includes review by the Governor’s Office. | CY 2017 | The Governor has approved the scoping statement. Rule has been drafted and is being scheduled for a public hearing. |
| 1(k) | 49 CFR 173.5 – Agricultural Operations – The State’s exemption of agricultural operations in Trans 326.07 is not compatible with the exemption for agricultural operations in 49 CFR 173.5. | Will revise through rulemaking that includes review by the Governor’s Office. | CY 2017 | Currently Outstanding. Governor’s Office reviewing scope statement. |
| 1(l) | 49 CFR 173.8 – Exceptions for Non-Specification Packaging – The State’s exclusion of non- specification cargo tanks, portable tanks, and non-bulk metal tanks in Trans 326.07 (1) and (2) is not compatible with the exemption for non-specification packaging used in intrastate transportation found in 49 CFR 173.8. | Will revise through rulemaking that includes review by the Governor’s Office. | CY 2017 | Currently Outstanding. Governor’s Office reviewing scope statement. |

**PERFORMANCE PROGRESS REPORT
MCSAP FORMULA Program Monitoring Report**

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Federal Motor Carriers Safety Administration
U.S. Department of Transportation

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

PERFORMANCE PROGRESS REPORT
MCSAP FORMULA Program Monitoring Report

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 Federal Motor Carriers Safety Administration
 U.S. Department of Transportation

| Finding # | FMSCA Finding | Action Plan | Est. Completion Date | Date Completed |
|-----------|---|--|---|--|
| 5 | <p>49 CFR 350.201(h) – Quarterly Report Submission – The State does not submit quarterly reports that describe the progress, the results, and the impact of the projects (performance objectives) in reducing the commercial motor carrier crash rate as required by the MCSAP Grant Agreement. Wisconsin must submit quarterly reports that provide information on the State’s progress in meeting the program performance objectives identified in the CVSP.</p> | <p>WSP will provide more details while also utilizing a new format that specifically identifies progress in meeting performance objectives stated in the CVSP (both qualitative and quantitative).</p> | <p>Completed 7/2012 and continuing to use new format.</p> | 7/2012 |
| 6 | <p>49 CFR 350.201(i) – Information Exchange – SAFETYNET Data Elements – Based on FMCSA’s June 12, 2007 PAR analysis of the Wisconsin Motor Vehicle Accident Report (MV4000 and MV4000e), Wisconsin needs to add the following SAFETYNET-required data element:</p> <p style="margin-left: 40px;">a. Bus Use field:</p> <ul style="list-style-type: none"> • 0 Not a Bus. • 1 School. • 2 Transit. • 3 Intercity. • 4 Charter. • 5 Other. (<i>Per Safety and Program Performance Review</i>). | <p>WI MV4000 Revision Project is ongoing and adding this field requires mainframe programming. The Wisconsin crash review is still being revised.</p> | CY 2016 | <p>Recently, BOTS took ownership of the form and is working with the UW TOPS lab to rebuild the database and continue the revision work. Tentatively scheduled to be done in 2016.</p> |

FY 2017 Certification of MCSAP Conformance (State Certification)

I **Mark Gottlieb, Secretary of Transportation**, on behalf of the **State of Wisconsin**, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
2. The State has designated the **Wisconsin Department of Transportation, Division of State Patrol** as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought to perform defined functions under the CVSP. The Lead State Agency has the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State must ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.
9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation of the programs to improve motor carrier, CMV, and driver safety.

10. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
11. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
12. The State will (1) establish and dedicate sufficient resources to a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; (2) participate in a national motor carrier safety data correction program (DataQs); (3) participate in appropriate FMCSA systems including information technology and data systems; and (4) ensure information is exchanged in a timely manner with other States.
13. The State will ensure that the CVSP, data collection, and information data systems are coordinated with the State highway safety improvement program under sec. 148(c) of title 23, U.S. Code. The name of the Governor's highway safety representative (or other authorized State official through whom coordination was accomplished) is **David Pabst**.
14. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
15. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.
17. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C 13902, 31134, and 49 CFR § 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
18. The State will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139 and 49 CFR part 387.
19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.

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

Date 7/22/16

Signature Mike Gotche

Enter State Name: Wisconsin
 Enter Name of Lead MCSAP Agency: Wisconsin Department of Transportation, Division of State Patrol
 MCSAP MAINTENANCE OF EFFORT (MOE) SUBSTANTIATION TEMPLATE
 FEDERAL FISCAL YEAR (FFY): 2015

| LEAD AGENCY MCSAP-ELIGIBLE EXPENDITURES for FFY 2015 (October 1, 2014 through September 30, 2015) | FFY 2015 TOTAL MCSAP ELIGIBLE EXPENDITURES ¹ |
|--|---|
| Personnel (Payroll Costs) | |
| Salary | \$2,070,512.83 |
| Overtime (Allowed Basic and Incentive Funded) | \$541,298.00 |
| Subtotal for Personnel | \$2,611,810.83 |
| Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.) | |
| Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.) | \$1,154,470.93 |
| Subtotal for Fringe Benefits | \$1,154,470.93 |
| Program Travel | |
| Routine MCSAP-related Travel (Lodging/Meal Allowance) | \$52,602.77 |
| Conference Travel | \$39,211.10 |
| Training Travel | \$11,311.81 |
| Subtotal for Program Travel | \$103,125.68 |
| Equipment | |
| Vehicles and Related Vehicle Equipment | |
| Two motorcoach inspections trailers and 1 Performance Brake Tester | \$103,363.00 |
| Other Inspection Vehicle Equipment (Radios, etc.) | |
| Subtotal for Vehicles and Related Vehicle Equipment | \$103,363.00 |
| Non-Vehicle Equipment | |
| Other Equipment (Not included above) | \$0.00 |
| Subtotal for Non-Vehicle Equipment | \$0.00 |
| Subtotal for Equipment | \$103,363.00 |
| Supplies | |
| Office Supplies | \$88,418.30 |
| Uniforms and Other Related Supplies | \$27,198.04 |
| Subtotal for Supplies | \$115,616.34 |
| Contractual (Sub Grantees, Consultant Services, etc.) | |
| OSER Assessment | \$5,658.00 |
| Other Contractual | \$6,111.70 |
| Subtotal for Contractual | \$11,769.70 |
| Other Expenses | |
| Training Costs (Tuition, materials, etc.) | \$20,880.00 |
| Telecom/IT, User Connection Charges, Software Charges | \$60,011.98 |
| EDR (Electronic Data Recorder) | \$9,573.81 |
| Conferences Costs (Registration fees, etc.) | \$1,640.00 |
| Radar | \$110,978.50 |
| System Furniture Install | \$292.50 |
| Master Lease | \$0.00 |
| Canine | \$0.00 |
| Fleet Cost (Mileage/Repairs)*(MOE included; State payment of fleet expenses) | \$237,822.31 |
| CVSA Dues | \$9,800.00 |
| Subtotal for Other Expenses including Training & Conferences | \$450,999.10 |
| TOTAL DIRECT COSTS | \$4,551,155.58 |
| TOTAL APPROVED INDIRECT COSTS | \$0.00 |
| TOTAL MCSAP ELIGIBLE COSTS EXPENDED | \$4,551,155.58 |
| Federal Grant Funds Expended | \$3,640,924.46 |
| Associated State Matching Funds Expended | \$910,231.12 |
| Total Grant Related Funds Expended | \$4,551,155.58 |
| Total MOE Funds Expended | 339,349.69 |

CERTIFICATION AND VALIDATION OF FFY 2015 MOE EXPENDITURES

| | |
|--|---------------------|
| TOTAL MOE BASELINE <small>(MAP-21 Baseline years of 2004 and 2005)</small> | \$11,035.35 |
| TOTAL MOE EXPENDITURES | \$339,349.69 |

I hereby certify as follows that the information included in this template is true, accurate and complete. I acknowledge that any knowingly false or misleading statement may be punishable by fine or imprisonment or both under applicable federal law:

- (1) The State lead MCSAP agency has validated and met the minimum MOE baseline expenditure amount for FFY 2015.
- (2) All Lead Agency expenditures included in the template are MCSAP-eligible.
- (3) Supporting documents are available for review by the Federal Motor Carrier Safety Administration upon request.

| | |
|--|-------------------------------|
| NAME AND TITLE OF STATE OFFICIAL: <i>Mark Resheske / Budget & Policy Sup.</i> | DATE: 7/27/16 |
| EMAIL ADDRESS FOR CERTIFYING OFFICIAL: <i>mark.resheske@dot.wi.gov</i> | PHONE NUMBER: 608-709-0068 |

Footnote:

¹ Per MAP-21, only the total MCSAP-eligible expenditures of the State Lead agency in FFY 2015 (10/1/2014 through 9/30/2015) are to be included in the MOE calculation. Do not include MCSAP-eligible expenditures of other State agencies or subgrantees.