

# **WYOMING**

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

**Date of Approval: Dec 16, 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.***

#### *WYOMING DEPARTMENT OF TRANSPORTATION (WYDOT) MISSION STATEMENT:*

Provide a safe, high quality, and efficient transportation system.

Vision - Excellence in transportation.

WYDOT has five values that serve as a code of conduct for its employees:

Honesty - We are honest in all our dealings with each other and the public.

Accountability - We consistently and responsibly fulfill our duties of public servants.

Commitment - We are committed to achieving our mission.

Respect - We respectfully consider the opinions and values of others.

Innovation - We seek excellence through innovation and creativity.

*WYOMING HIGHWAY PATROL (WHP) MISSION STATEMENT:* The Wyoming Highway Patrol is committed to serve and protect all people in Wyoming with courtesy, professionalism and integrity.

*WYDOT'S GOAL:* The goals for the Department are:

1. Improve safety on the state transportation system.
2. Serve our customers,.
3. Improve agency efficiency and effectiveness,.
4. Take care of all physical aspects of the state transportation system,.
5. Develop and care for our people.
6. Exercise good stewardship of our resources.

*WHP'S GOAL:* The goals for the WHP are:

1. mprove overall highway safety.
2. Development and care for our employees.
3. Committed to exceptional customer service.
4. Evaluate the structure the agency to prepare for the future.
5. Excellent stewards of our resources.

*COMMERCIAL CARRIER SECTION'S GOAL:* Reduce crashes involving commercial motor vehicles and passenger vehicles through education and enforcement while developing partnerships with industry, government agencies and the general public.

## 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 Commercial Carrier Section of the WHP has continued to increase our involvement in the program through inspections of commercial vehicles and drivers including passenger transportation vehicles and hazardous material carriers. Our involvement also includes conducting compliance reviews while providing safety talks and on site education to industry and the general public enhancing safety on Wyoming highways. The Wyoming Highway Patrol is the only agency that is authorized by state statute (31-18-301[c]) to conduct commercial carrier inspections and compliance reviews in the State of Wyoming.

WHP has 45 inspectors certified in Level 1 and Level 2 plus 131 inspectors certified in Level 3. Of the 45 Level 1 inspectors 6 are certified to conduct passenger carrier inspections, 9 are certified to conduct post crash inspections, 22 are certified to conduct hazardous material inspections and 17 are certified in cargo tank and other bulk packaging. WHP has 5 inspectors certified to conduct enhanced radiological shipment inspections. The majority of the CMV crashes statewide are investigated by the WHP troopers.

The Commercial Carrier Section consists of two managers and three civilian employees. The managers will continue to emphasize quality and monitor the program. The civilian employees are responsible for the monitoring, verifying and confirming of all expenditures to the grant, filing reports and making sure the State complies with all requirements of MCSAP. They are also responsible for the data quality of crashes and inspections along with maintaining our SafetyNet and Aspen systems. There are two compliance review auditors conducting interstate and intrastate compliance reviews on carriers who have alerts in the CSA system, as well as completing the enforcement cases for the compliance reviews.

**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:**

An inspection is conducted on every stop involving controlled substance interdiction on CMV's. Inspection personnel (sworn officers and civilian inspectors) are trained to recognize controlled substance use. Troopers have been trained through Wyoming Law Enforcement Academy (WLEA) and WHP in-service training to identify drivers who may be using controlled substances. We continue to train our officers on new procedures and techniques for discovering controlled substances. The Patrol has trained thirteen (13) sworn officers as DRE (Drug Recognition Experts) and ten (10) K-9 officers have been trained to conduct searches on CMV's. Port of Entry inspectors are trained by P.O.S.T. certified WHP instructors. If POE inspectors encounter a driver who appears to be under the influence of a controlled substance, a law enforcement officer is requested to respond. Wyoming conducts drug interdiction details quarterly at various undisclosed locations.

Sworn officers and POE inspectors are trained to recognize impaired drivers and proper enforcement action is implemented when detected. Troopers have been trained through the Wyoming Law Enforcement Academy (WLEA) and WHP in-service training to identify impaired drivers. All troopers are issued a portable breath tester (PBT). PBTs have been issued to all 14 ports of entry locations statewide. POE inspectors are trained by P.O.S.T. certified WHP instructors. If POE inspectors detect the odor of alcohol, that driver is required to perform a PBT. If the PBT reads less than .02, the inspector will wait 20 minutes and then administer the test again. If the reading is going down the inspector will let the driver go. If the reading is going up and less than .04 the driver will be placed out-of-service. If the reading is greater than .04, a law enforcement officer is requested to respond.

The WHP officers work with local agencies conducting DUI enforcement task forces across the state. WHP troopers have also been trained on human trafficking by the WLEA and WHP in-service.

**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:**

The Wyoming Highway Patrol has taken an aggressive approach by prohibiting the operation of any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority. WHP will place the interstate/intrastate carrier out-of-service until proper operating authority has been obtained. When an operating authority violation is noted on an inspection, the Commercial Carrier Section of the WHP notifies FMCSA - Wyoming Division of this violation.

The following violations have been discovered during an inspection:

FEDERAL VIOLATION CODE	DESCRIPTION OF VIOLATION	2014	2015
390.21(a)	Not marked in accordance with regulations	122	118
390.21(b)	Failing to mark CMV with the name and/or USDOT No.	337	269
392.9a(a)(1)	Operating motor vehicle without required operating authority	73	71
392.9a(a)(2)	Operating motor vehicle beyond the scope of its operating authority	4	9

The Wyoming Highway Patrol actively and aggressively ensures that carriers meet the minimum levels of financial responsibility required by CFR 49, Part 387 and Wyoming State Statute 31-4-103. This is being accomplished through roadside inspections and compliance reviews conducted. Trooper and POE personnel are trained in their respective academies in determining proper financial responsibility.

**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:** 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	23	23	23
01/01/2014	12/31/2014	35	23	35
01/01/2013	12/31/2013	24	26	24
01/01/2012	12/31/2012	28	27	28
01/01/2011	12/31/2011	29	26	29

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

Safetynet - March 22, 2016 \*\* In calendar year 2013, the actual outcome was -2. The table above will not allow the negative symbol. It only allows numeric data in this field.

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

WYDOT was able to achieve the goal this year. We are relating this to drivers becoming used to and comprehending the variable message signs or variable speed limit signs warning them of impending dangerous conditions and obstacles ahead. Some of the contributing factors for crashes in our high crash corridors are out-of-state drivers not familiar with the vast open terrain and steep mountainous areas where weather is very unpredictable. The sun could be shining at one point and then 10 miles ahead it could be white out conditions with blowing snow and slick roads.

Lessons learned - WYDOT and WHP have evaluated the variable speed limit signs along I-80 and have determined that in inclement weather if the speed limit is reduced and posted roadside it helps with the crashes in that area. WYDOT currently has 80 Variable Speed Limit Sites and 119 Dynamic Message Sign Sites. They have plans in the next few years to add 8 additional VSL sites through the Evanston marginal on I-80; 8 additional VSL sites South of Sheridan on I-90; 10 additional VSL sites through the Casper marginal on I-25; and 1 additional DMS near Kemmerer at the US30 and 189 Interchange. The variable message signs are to help warn the motoring public, both CMV's and passenger vehicles, of potential hazardous conditions ahead (such as, weather, crashes, construction zones, roads conditions and any other problem they may encounter on this route).

WYDOT has conducted feasibility studies for where the area of focus should be next in 2016, 2017, and 2018. They are identifying locations where variable message signs, variable speed limit signs, rumble strips in the centerlines of the highways, pavement markings outlined in black for better visibility, and adding additional passing lanes would enhance highway safety in areas defined as high crash or reduced visibility. It was determined that the North edge of Casper on I-25 is the next focus area. There will be additional signage and out of pavement ice detection systems added which videos the road for weather accumulation of snow or precipitation then once a target is reached then it triggers the speed changes on the variable signs. WYDOT is planning on upgrading the existing ITS (Intelligent Transportation System) in 2017 and 2018 on I-80 in the Evanston area. I-90 between Sheridan and Buffalo will also have Enhancing Road Weather Info Systems and Variable Signs added in 2017-2018.

**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	0
01/01/2014	12/31/2014	3	0	3
01/01/2013	12/31/2013	0	0	0
01/01/2012	12/31/2012	1	0	1
01/01/2011	12/31/2011	0	0	0

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

Safetynet - March 30, 2016

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

Wyoming Highway Patrol was able to achieve our goal of 0 fatalities for passenger transportation vehicles in 2015. Passenger transportation crashes equals less than 1% of the total CMV crashes. There were three passenger transportation vehicles involved in crashes during 2015. Of this total none were federally reportable with no fatal crash results.

Lessons learned - Due to the heavy mine/energy commuter traffic (which includes passenger transportation vehicles) in Campbell County, WYDOT has reconstructed WY 59 from Wright to Gillette to include passing lanes and center turning lane. From milepost 75 at Wright to milepost 100 south of Gillette there are five northbound and four southbound passing lanes each one having a distance of one mile. From milepost 101.2 at Bishop Road south of Gillette to milepost 107 in Gillette there are two northbound lanes, two southbound lanes and a continuous center left turn lane. Five million dollars of highway funds were used to complete this project.

There are seven locations on WY 59 between Douglas and Wright where there are local roads entering WY 59. WYDOT has constructed seven new turn lanes on WY 59 to assist with the traffic congestion. This project started in July of 2015 and has improved safety and reduced traffic congestion. This project has been completed.



**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	7	2	5
01/01/2014	12/31/2014	4	2	2
01/01/2013	12/31/2013	4	2	2
01/01/2012	12/31/2012	2	2	0
01/01/2011	12/31/2011	3	2	1

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

Safetynet - March 25, 2016

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

In 2015, there were 78 crashes involving hazardous materials of the total 1276 CMV crashes resulting in 6% of the total crashes. There was a reduction of 13% in CMV hazardous materials crashes from 2014 to 2015. These crashes/fatalities were from vehicles with a placardable amount of hazardous material, not from a hazardous materials release incident.

Difficulties achieving our goal could be due to the continued mining and energy related operations across the state, especially in the eastern half.

**4 - Traffic Enforcement Trend Analysis: 2011 - 2015**

**Instructions:**

Please refer to the MCSAP Comprehensive Policy for an explanation of FMCSA's traffic enforcement guidance. Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. Insert the total number of the measured element (traffic enforcement stops with an inspection, non-inspection stops, non-CMV stops).
3. Insert the total number of written warnings and citations during the measurement period. The number of warnings and citations do not need to be split out separately in the last column.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	7610	
01/01/2014	12/31/2014	6067	2588
01/01/2013	12/31/2013	6408	2180
01/01/2012	12/31/2012	6329	
01/01/2011	12/31/2011	6668	

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

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

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

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

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

Citation information was retrieved from our e-citation program. July 22, 2016 Wyoming was in the converting stage from handwritten to e-citations and those citations are only available from the Wyoming Supreme Court and are archived. Citations for 2011 and 2012 are

not available at this time. Records department has downsized are not inputting citations and warnings on a consistent basis as there is no monetary value tied to them so the figure would not be accurate. Wyoming does conduct CMV traffic enforcement without an inspection and non-CMV traffic enforcement stops, but these stops are not expended to the MCSAP grant.

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

### Instructions:

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

#### Activity #1

**Activity: Describe Outreach and Education activity conducted:**

Placement of billboards along our high crash corridors. The billboard sizes are 12'0"x 36'0", 10'0"x 32'0", 18'0"x 36'0" and 14'0"x 48'0". The messages are "Texting = Ticket", "Buckle up for your family. I do.", and "Winter Driving Can Be Hazardous". The number of motorists that see these signs vary due to weather and time of year, but a daily average would be 19,314 for I80 Exit 313 Laramie, 16,314 for I80 Elk Mountain, 16,416 for I80 MP 293 Laramie, 11,872 for I80 MP 402.04 Pine Bluffs and 25,683 for I80 Green River. Distribute informational brochure for winter driving and summer driving on Wyoming highways.

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

Place six messages on billboards relating to winter driving, distracted driving and seatbelt usage. Distribute during the winter and summer seasons.

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

Messages were either installed or maintained on the six billboards. Winter driving brochure was printed and distributed in October of 2014 and the summer driving brochure was printed and distributed in May of 2015. The brochures are still being distributed.

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

Problems encountered - The only problem we have had with the billboards is damage to billboards or messages due to wind and weather or vehicles crashing into the billboards.

#### Activity #2

**Activity: Describe Outreach and Education activity conducted:**

Troopers will contact the Judges/County Attorneys in their area regarding new regulations or answer questions that the Judges/County Attorney may have regarding violations of the CFR Title 49. When the contacts are made, the attendees vary in numbers due to the population size of the area and individuals involved.

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

Contact Judges/County Attorney as needed or requested.

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

Wyoming Highway Patrol Commercial Carrier Section and/or troopers contacted every Judge/County Attorney and the Wyoming Supreme Court. There are 23 counties in Wyoming. They all appreciated the fact that the WHP Commercial Carrier Section and local troopers were available to assist them with any questions they had regarding the Federal Rules and Regulations. The our staff was able to clarify some issues for them.

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

Problem encountered - Due to their schedules some Judges and County Attorneys did not have time to go over the regulations with the troopers when the trooper stopped by while they were at the court. The Judges and the County Attorneys advised it would be best to contact their staff and make an appointment if there was a problem with a particular case or any new changes to the rules and regulations that need to be brought to their attention.

#### Activity #3

**Activity: Describe Outreach and Education activity conducted:**

Educate the Trucking Industry on changes to the Rules and Regulations and inspection process. This included how to dispute a crash or inspection by using the Data Q program and how to access FMCSA website for PIN numbers, and explain how to find information on our websites and the FMCSA website, etc.

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

Conduct one class per Patrol District each year or as needed for updates.

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

WHP troopers and Commercial Carrier Section staff conducted 13 training seminars or educational information meetings with

industry. We also provided assistance to the Wyoming Trucking Association with training to their members on the Rules and Regulations, inspection procedures, crash data and information on traveling through the state safely in all kinds of conditions, CSA information, etc.

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

No problems with this outreach activity. Industry appreciates the effort and time given to explain the changes in the regulations and how to dispute their crashes and inspections and help them with how to access the FMCSA website locations. They have stated to us that we are good to work with and are always available to answers questions and assist them when needed.

**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.**

Increase seatbelt usage by CMV drivers by conducting inspections and increasing traffic enforcement. This is conducted on a daily basis and status reports are run on a monthly basis for Quarterly reporting. In turn, the information is used for end of year reporting.

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

State Target Goal is to be at 85% of seatbelt usage.

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

There were 124 seatbelt violations which is a decrease of 10 violations from the previous year. There were 96 citations issued for these violations. This is 77%.

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

Our primary obstacle to overcome is that our seatbelt law is a secondary law and the officers need another traffic law violation to stop the vehicle before they can enforce the seatbelt law. Some violators may have their seatbelt on, but it is not worn properly. For this type of violation, the officers are to write the violation, but it is up to their discretion for issuing a citation.

## Activity #2

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

Reduce crashes involving HM loads by increasing inspections on cargo tank vehicles especially loads hauling liquids.

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

Reduce crashes by 5% which is 5

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

In 2015, 5 fatal and 73 non-fatal crashes involved hazardous materials. HM crashes increased by 3 fatal crashes, but a decrease by 27 from 100 non fatal crashes in 2014.

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

Unexpected turnover of hazardous material inspectors caused WHP to fall short of our goals in the FY 2016 grant and the increase in energy transportation (i.e. oilfield operations) across eastern half of the state.

## Activity #3

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

Reduce passenger transportation vehicle crashes and out-of-service violations by conducting bus inspections. The bus inspections are done in Yellowstone National Park and the enforcement portion of it are done by the Park Rangers. The other area of focus is in Cody at or near the Museum during tourist season.

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

Reduce crashes by 5% (3) and reduce out-of-service violations by 5% (2).

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

Crashes increased from 4 to 10, the out-of-service for buses is at 10% and the previous year was at 14%. Total number of inspections increased from 275 to 297.

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

WHP increased the number of inspections conducted on motor coaches and passenger vans by 22 inspections in 2015. Crashes increased from 4 in 2014 to 10 in 2015. We are focusing on the motor coaches, buses and the passenger van vehicles through inspection details in the national parks and in the areas where float trips on the rivers is a high tourism attraction.

**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:**

Wyoming Highway Patrol continues to recognize that there is a problem with out-of-state drivers operating in Wyoming. Three of the four high crash corridors are also areas for severe crosswinds which cause blow overs of high profile, light trailers and empty vehicles. Out-of-state drivers do not realize that in the vast open terrain and steep mountainous areas how much the weather can affect the driving conditions. Wind is a huge factor in these areas as there is nothing to block the wind like buildings in urban areas. Wind will cause limited visibility (whiteouts) when it is snowing or cause dust storms in the plains. There is also a possibility of dense fog along these routes due to the rapid changes in Wyoming weather.

Out-of-state drivers: 2011 - 56 ( 93%), 2012 - 59 (89%), 2013 - 32 (91%), 2014 - 46 (90%), 2015 -30 (91%)

High wind crashes: 2011 - 60, 2012 - 66, 2013 - 35 2014 - 51, 2015 - 33

**Enter Data Source Capture Date:**

03/30/2016

**Enter Data Source:**

Safetynet - March 30, 2016

**Enter Crash Reduction Goal**

Reduction of blowover crashes with out-of-state drivers by 5%.



**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.**

Warnings or closures will be listed on variable message signs as to conditions and reduced speeds on variable speed limit signs in areas where the weather and wind is a factor. Obtain crash reports where the Commercial Carrier Section will review and determine causation factors monthly. Commercial Carrier Section will also review the investigator's comments to determine if there is something else WHP can do to help prevent these types of crashes.

WYDOT is continuing to increase the variable message signs and variable speed limit signs in areas they determine are high crash areas. WYDOT is also considering placing rumble strips in the center lane on highways where the crashes are crossing the centerline.

**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.**

Activity will be measured by the total number of monthly crashes and number of staff hours spent reviewing the crash reports. Comparing the outcome to last year by month to see if there is a change in the number of total crashes, number of fatalities and number of injuries in the high crash corridor areas.

Activity will also be measured by the number of times the following high wind variable messages are posted:

- No light trailers
- Closure to Light, High Profile Vehicles
- Extreme Blow Over Risk
- Strong Winds
- Dense Fog Ahead

Activity will be measured by the variable speed limit signs and speed reduced in the mountainous areas due to weather or obstacles that impede traffic. This will be compared to the previous year's numbers and may determine if a change in messaging needs to occur or if more signs are needed in areas where crashes are increasing.

Will also check with WYDOT on the process of installing rumble strips in the centerline of highways, especially two lane highways

where crossing over the centerline is an issue.

**2 - State Safety Data Quality and Information Systems Objective**

**Instructions:**

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

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

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

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

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

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

**Enter the date of the A&I Online data snapshot used for the “Current SSDQ Rating” column:**

A&I 7/13/16

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

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Deploying Core CVISN	Yes
PRISM	step 0	Yes
SSDQ	Good	Yes

Data Sources:

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

**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.**

After Motor Vehicle Services has updated their computer systems for IRP and IFTA to help Commercial Carrier move up the steps to become Prism and ITD compliant, Wyoming Highway Patrol is planning on using some of the MCSAP funds to support remaining compliant. Since we are in the beginning stages, we plan to address each step until we are at Level 6 for Prism. There are different legislative items that need to be passed for full compliancy. Our goal is to be fully compliant by 10/2020. Motor Vehicle Services is preparing an RFP to purchase the 2 systems outright with no Federal funding.

Currently WHP has been granted a CVISN16 grant to pay for the 2017 FY service maintenance and dues. We have those items listed in this grant as we are waiting for the High Priority Grant NOFA to be released to see what options are available for the payment of these fees for 2018 FY. Once the information has been released then we would relook at where it would make more sense to have the 2018 FY fees requested and adjust the budget as needed.

Wyoming is green in all safety data elements and does not consider data quality to be a problem at this time.

**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.**

The next step is for Motor Vehicle Services to have a program that is able to Collect and Validate USDOT numbers of MCRS. They are in the procurement stage of this step.

**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.**

Wyoming maintains monthly statistical reports for all areas to submit the PPR in an accurate manner.

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**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.**

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

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

**Check this box if:**

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

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

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

To maintain the current catchrate of 100% or stay at Federal requirement of 85%.

**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.**

Traffic enforcement activity will be utilized to check for an out-of-service carrier only in conjunction with an inspection. WHP will provide access to Query Central to all inspectors via the FMCSA portal. Inspectors will also be trained or have continuous training in utilizing the Aspen which automatically connects to SAFER with the current information. Our troopers now have access and with Aspen. They also have new Panasonic tablets with all updated information.

**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.**

Commercial Carrier Section will check the inspections on Federal Out-of-Service Carriers reports when received from FMCSA to see what is being missed by our inspectors. Commercial Carrier Section will compare each report received with the previous report to check for improvement in the catch rate.

Commercial Carrier Section will check the Federal Out-of-Service list that is in Gotham on a monthly basis for carriers that are marked as active. This information will be provided to the inspectors as an added tool when conducting inspections.

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**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.**

Seatbelt Usage

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

The Commercial Carrier section has noticed during review of the fatal crash reports the usage of seatbelts is a problem for both the CMV and the passenger vehicle when they are involved in the same crash. 2011 - violations = 172 citations issued - 144 warnings issued - 28 2012 - violations = 137 citations issued - 113 warnings issued - 24 2013 - violations = 110 citations issued - 98 warnings issued - 12 2014 - violations = 134 citations issued - 114 warnings issued - 20 2015 - violations = 124 citations issued - 96 warnings issued - 28

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

Increase seatbelt usage by CMV drivers by 5%.

**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).**

Wyoming Highway Patrol will conduct inspections and increase traffic enforcement statewide with the emphasis on drivers not wearing seat belts and issue citations and warnings as warranted. Since Wyoming's seatbelt law is a secondary offense, a traffic enforcement violations must occur before a seatbelt violation can be enforced.

**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.**

Activity will be measured by the total number of inspectors conducting inspections which result in a seatbelt violation and the number of seatbelt violations resulting in a citation. Quarterly reports will indicate the number of seat belt violations and number of citations issued during inspections. Also measure the CMV drivers wearing seat belts during a crash and compare it to the previous year.

**State Objective #2**

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

Oilfield Operations

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

Due to an increase in oilfield operations, we have noticed an increase in crashes involving these operations from the previous year. We have not experienced any problem with fracking or oil wells in Wyoming. This type of operation has been going on in Wyoming for approximately 50 years. 2015 has shown a decrease with inspections as there are not as many Oilfield Operation carriers due to them moving on to other states (such as North Dakota) for production purposes. They move on to where the business is. The data for WY Carriers and Out of State carriers is separated out for other statistical

reports that are worked. The need to know the balance of WY Carriers and Out of State carriers.  
 INSPECTOR STATS FOR 2011 THROUGH 2015 YEAR TOTAL INSPECTIONS - WY CARRIERS -  
 OUT-OF-STATE CARRIERS 2010 301 95 106 2011 525 186 339 2012 632 227 405 2013 675 239 436  
 2014 633 230 403 2015 279 90 189 CRASH STATS FOR FOR 2011 THROUGH 2015 YEAR TOTAL  
 CRASHES FATAL CRASHES INJURY CRASHES 2011 119 1 25 2012 111 1 25 2013 114 3 16 2014 49 3  
 10 2015 12 2 1

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

Increase inspections on these types of operations and conduct seminars for oilfield operations on the rules and regulations as needed.

**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).**

Try to expand our MEET (Mobile Education Enforcement Team) details in the Jonah-Pinedale area and also in the Douglas to Gillette area taking into consideration manpower and not putting a burden on the troopers where we are already short handed due to employee separations. The objective for the MEET team is the enforcement of 49 CFR and State Statutes for Size and Weight. High traffic areas are identified by supervisors and details are scheduled on an irregular basis so as not to be predictable and alert carriers of possible inspections. This provides a better understanding for the carriers of Federal safety regulations and State statutes.

**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.**

Commercial Carrier Section will run reports on a quarterly basis and compare the numbers to the previous year.

## 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.**

Inspections are conducted on a random basis unless we conduct level 5 inspections on passenger carriers and tow truck operations. Troopers are working statewide as assigned by WHP staff. Inspections are conducted both roadside and at fixed facilities (mainly at our 14 ports of entry) by both sworn officers and civilian inspectors. Prepass is also used for qualifying carriers. CMV's are required by state statute (31-18-301[c]) to stop and clear our ports of entry and submit the vehicle and/or driver to an inspection of their paperwork and equipment before being allowed to operate on Wyoming highways. Wyoming Highway Patrol will check the carrier's operating authority and check for out-of-service orders on carriers at both roadside and fixed facilities. The training of the inspectors allows them to identify the appearance of any obvious or likely safety defects and an inspection follows. Wyoming Highway Patrol also has five MEET teams (Mobile Education Enforcement Team) that go out in remote areas where there are no scales and where there is heavy CMV traffic. the MEET has Haenni-Loadometer scales. During these details they weigh vehicles, check paperwork and conduct vehicle/driver inspections (levels 1, 2 & 3) Wyoming has 5 FTE.

#### 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:** WYOMING DEPT OF TRANS. - HIGHWAY PATROL

**Enter the total number of certified officers in the Lead agency:** 176

<b>FY 2017 Driver/Vehicle Inspection Goals</b>					
	<b>Estimated Performance Goal</b>				
<b>Inspection Level</b>	<b>Non-Hazmat</b>	<b>Hazmat</b>	<b>Passenger</b>	<b>Total</b>	<b>Percentage by Level</b>
Level 1	3729	178	186	4093	29.30%
Level 2	1321	155	3	1479	10.59%
Level 3	8376	8	11	8395	60.11%
Level 4	0	0	0	0	0.00%
Level 5	0	0	0	0	0.00%
Level 6	0	0	0	0	0.00%
<b>Sub-Total Lead Agency</b>	<b>13426</b>	<b>341</b>	<b>200</b>	<b>13967</b>	

***Funded Agencies***

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

**Enter the name of the Funded Agency:**

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

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

**Non-Funded Agencies**

Enter the number of non-funded agencies:	0
Enter the total number of non-funded certified officers:	0

**Summary**

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
<b>MCSAP Lead Agency: WYOMING DEPT OF TRANS. - HIGHWAY PATROL</b>					
<b># certified officers: 176</b>					
<b>Funded Agencies:</b>					
<b># certified officers: 0</b>					
<b>Number of Non-Funded Agencies: 0</b>					
<b># certified officers: 0</b>					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	3729	178	186	4093	29.30%
Level 2	1321	155	3	1479	10.59%
Level 3	8376	8	11	8395	60.11%
Level 4	0	0	0	0	0.00%
Level 5	0	0	0	0	0.00%
Level 6	0	0	0	0	0.00%
<b>Total ALL Agencies</b>	<b>13426</b>	<b>341</b>	<b>200</b>	<b>13967</b>	



**2 - Traffic Enforcement**

**Instructions:**

*Describe the State's level of effort (number of personnel/FTE) it proposes to use for implementation of a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources (i.e., number of officers, times of day and days of the week, specific corridors or general activity zones, etc.). Traffic Enforcement activities should include officers who are not assigned to a dedicated Commercial Vehicle Enforcement unit but conduct commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State will conduct these activities in accordance with the MCSAP Comprehensive Policy.*

WHP has 182 FTE troopers whose primary function is traffic enforcement and highway safety for the motor public including CMV's statewide. Traffic enforcement activities are an excellent tool for detecting and addressing driver's behavior. Traffic enforcement activities help to prevent crashes and potentially removes the unsafe vehicle/driver from the road. Troopers are scheduled to work seven days a week from 0600 hours to 0100 hours. The majority of our troopers are located along I-80 which is a corridor that has a very high volume of CMV's. Approximately 2 million a year travel this corridor, plus troopers are also assigned to the other two interstates and primary and secondary highways which have a high volume of CMV traffic due to oilfield, mineral and wind generation activities.

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	4500
<input type="radio"/>	<input type="radio"/>	CMV without Inspection	
<input type="radio"/>	<input type="radio"/>	Non-CMV	
<input type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	

**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.**

No grant expenditures in the following categories: CMV without inspection, Non-CMV, Comprehensive and high visibility in high risk locations and corridors (special enforcement details)

**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**

As of this date, Wyoming personnel have received the off-site investigation training for conducting carrier interventions. Wyoming conducted 30 interventions during calendar year 2015 and is projecting 48 for 2016 based on the goals for 2 employees. Each investigator has a goal of 24 investigations and 34 safety audits per year.

**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.**

WHP has one person that conducts Carrier Intervention investigations who will also attend training for off-site compliance reviews, safety audits, and in-service training. One of them was hired on December 28, 2015 and is currently meeting certification requirements.

**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).**

By the number of compliance reviews and investigations conducted as assigned by the FMCSA Wyoming Division Administrator for interstate carriers and as assigned by Commercial Carrier Section Lieutenant for intrastate carriers. By the number of personnel attending training provide 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
<b>Rated and Non-rated Reviews (Excludes CSA &amp; SCRs)</b>		
Non-HM Cargo		5
Passenger		0
HM		0
<b>Rated and Non-rated Reviews (Excludes CSA &amp; SCRs) Total</b>	<b>0</b>	<b>5</b>
<b>CSA Off-Site Investigations</b>		
Non-HM Cargo CSA Off-Site	0	0
Passenger CSA Off-Site	0	0
HM CSA Off-Site	0	0
<b>CSA Off-Site Investigations Sub-total</b>	<b>0</b>	<b>0</b>
<b>CSA On-Site Focused Investigations</b>		
Non-HM Cargo CSA On-Site Focused	48	
Passenger CSA On-Site Focused	0	0
HM CSA On-Site Focused	5	0
<b>CSA On-Site Focused Investigations Sub-total</b>	<b>53</b>	<b>0</b>
<b>CSA On-Site Comprehensive</b>		
Non-HM Cargo CSA On-Site Comprehensive	6	
Passenger CSA On-Site Comprehensive	0	0
HM CSA On-Site Comprehensive	1	0
<b>CSA On-Site Comprehensive Sub-total</b>	<b>7</b>	<b>0</b>
<b>CSA Investigations (all Types) Total</b>	<b>60</b>	<b>0</b>
<b>HM-Related Review Types</b>		
Security Contact Reviews (SCRs)	0	0
Cargo Tank Facility Reviews	0	0
Shipper Reviews	0	0
<b>HM-Related Review Types Total</b>	<b>0</b>	<b>0</b>
<b>ALL REVIEW TYPES GRAND TOTAL</b>	<b>60</b>	<b>5</b>

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

These figures are estimates as the investigators can only work with in their state. They may have Interstate carriers assigned to them but find that they are not primarily based out of WY and so they are not able to work it or they investigate Intrastate carriers and find that they do Interstate trips. The investigators find out after they research each company that they are assigned.

**4 - Public Education & Awareness**

**Instructions:**

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

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

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

Reduce CMV versus passenger vehicle crashes by increasing general public awareness.

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	25
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	5
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	6
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	3
<input type="radio"/>	<input checked="" type="radio"/>	Local educational safety events	
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	

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

Wyoming Highway Patrol will be conducting training on safety issues to the general public. Billboards will continue to be placed in the six designated areas in the high crash corridors. Brochures and all information regarding driving in mountainous and unpopulated areas will be distributed along the high crash corridors and at the ports of entry. Alive at 25 is a program that Safety puts on throughout the state approximately 80 times a year. There were 1900 attendees in 2015.

**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):**

By the number of troopers and hours spent for training the general public and number of brochures of information passed out.

## 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.*

<b>1 - Spending Plan: Personnel</b>
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**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): \$257,698.00**

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
Training Hrs Inspect	16	4.3	2080	\$24.85	\$35,561.34	\$30,227.14	\$5,334.20	\$0.00
Level 1 Troopers	17	2.1	2080	\$29.81	\$22,135.71	\$18,815.35	\$3,320.36	\$0.00
MC Troopers	13	19.8	2080	\$32.78	\$175,501.50	\$149,176.28	\$26,325.23	\$0.00
Level 3 Troopers	110	1.2	2080	\$24.85	\$68,228.16	\$57,993.94	\$10,234.22	\$0.00
MC Lieutenant	1	68	2080	\$41.51	\$58,711.74	\$49,904.98	\$8,806.76	\$0.00
MC Captain	1	5.2	2080	\$46.26	\$5,003.48	\$4,252.96	\$750.52	\$0.00
Sr Accountant	1	65	2080	\$25.66	\$34,692.32	\$29,488.47	\$5,203.85	\$0.00
POE Supervisors	8	2.8	2080	\$25.66	\$11,955.51	\$10,162.18	\$1,793.33	\$0.00
Lvl 1 POE Insp	13	6.9	2080	\$20.03	\$37,371.17	\$31,765.49	\$5,605.68	\$0.00
Lvl 3 POE Insp	28	3.7	2080	\$20.03	\$43,162.25	\$36,687.91	\$6,474.34	\$0.00
CR Inspectors	2	68.8	2080	\$23.88	\$68,346.47	\$58,094.50	\$10,251.97	\$0.00
Acct Analyst	1	75	2080	\$27.80	\$43,368.00	\$36,862.80	\$6,505.20	\$0.00
Sr. Acct Analyst	1	75	2080	\$33.46	\$52,197.60	\$44,367.96	\$7,829.64	\$0.00
<b>Sub-Total Salary</b>					<b>\$656,235.26</b>	<b>\$557,799.96</b>	<b>\$98,435.30</b>	<b>\$0.00</b>
Overtime Information								
Overtime	28	6.2570	2080	\$49.17	\$179,179.26	\$163,181.10	\$28,796.67	\$0.00
<b>Sub-Total Overtime</b>					<b>\$179,179.26</b>	<b>\$163,181.10</b>	<b>\$28,796.67</b>	<b>\$0.00</b>
<b>TOTAL PERSONNEL</b>					<b>\$835,414.51</b>	<b>\$720,981.06</b>	<b>\$127,231.97</b>	<b>\$0.00</b>

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

WHP figures salaries on actual time not percent of time. This grant application only allowed for percent of time so the figures below will be a little different as the table.

SWORN PERSONNEL	COST PER HOUR	NUMBER OF MCSAP HRS.	TOTAL COSTS
Motor Carrier Troopers	\$ 32.78	4116	\$134,922.00
Level 1 Trooper/Inspectors	\$ 29.81	742	\$22119.02
Level 3 Troopers	\$ 24.85	1960	\$ 48,706.00
Motor Carrier Lieutenant	\$ 41.51	1418	\$ 58,861.00
Motor Carrier Captain	\$ 46.26	108	\$ 4,996.00
Training Hrs for Inspectors	\$ 29.81	1800	\$ 53,658.00
<b>TOTAL</b>		10,106	\$323262.02
CIVILIAN PERSONNEL	COST PER HOUR	NUMBER OF MCSAP HRS.	TOTAL COSTS
POE Level 1 Inspectors	\$ 25.66	402	\$ 10,315.00
POE Level 3 Inspectors	\$ 20.03	1296	\$ 25,959.00
CR Inspectors	\$ 23.88	2863	\$ 51,417.00
Senior Accountant	\$ 25.66	1352	\$ 34,692.00
Accounting Analyst	\$ 27.80	1560	\$ 43,368.00
Senior Accounting Analyst	\$ 33.46	1560	\$ 52,198.00
<b>TOTAL</b>		9,033	\$226,982.00

**2 - Spending Plan: Fringe Benefits**

*Fringe costs are benefits paid to your employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-federal grantees that have an accrual basis of accounting may have a separate line item for leave, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.*

*The costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the accounting basis (cash or accrual) selected for costing each type of leave is consistently followed by the non-Federal entity or specified grouping of employees. Depending on the state, there are set employer taxes that are paid as a percentage of the salary, such as Social Security, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. For each of these standard employer taxes, under Position you may list "All Positions"; the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.*

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Overtime	76.78	\$64,500.00	\$49,523.10	\$42,094.64	\$7,428.47	\$0.00
Training Hrs Inspect	76.78	\$35,562.00	\$27,304.50	\$23,208.83	\$4,095.68	\$0.00
Level 1 Troopers	76.78	\$23,438.00	\$17,995.70	\$15,296.35	\$2,699.36	\$0.00
MC Troopers	76.78	\$135,002.00	\$103,654.54	\$88,106.36	\$15,548.18	\$0.00
Level 3 Troopers	76.78	\$50,241.00	\$38,575.04	\$32,788.78	\$5,786.26	\$0.00
MC Lieutenant	76.78	\$58,712.00	\$45,079.07	\$38,317.21	\$6,761.86	\$0.00
MC Captain	76.78	\$5,004.00	\$3,842.07	\$3,265.76	\$576.31	\$0.00
Sr Accountant	74.97	\$34,693.00	\$26,009.34	\$22,107.94	\$3,901.40	\$0.00
POE Supervisors	74.97	\$10,462.00	\$7,843.36	\$6,666.86	\$1,176.50	\$0.00
Lvl 1 POE Insp	74.97	\$25,873.00	\$19,396.99	\$16,487.44	\$2,909.55	\$0.00
Lvl 3 POE Insp	74.97	\$50,870.00	\$38,137.24	\$32,416.65	\$5,720.59	\$0.00
CR Inspectors	74.97	\$68,347.00	\$51,239.75	\$43,553.79	\$7,685.96	\$0.00
Acct Analyst	74.97	\$43,368.00	\$32,512.99	\$27,636.04	\$4,876.95	\$0.00
Sr. Acct Analyst	74.97	\$52,198.00	\$39,132.84	\$33,262.91	\$5,869.93	\$0.00
<b>Sub-Total Fringe Benefits</b>			<b>\$500,246.53</b>	<b>\$425,209.56</b>	<b>\$75,037.00</b>	<b>\$0.00</b>

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

Fringe benefits are a summation of the actual fringe benefits per employee and can include: FICA, Medical Insurance, Deferred Compensation, Retirement. The fringe benefit is figured on each employee depending on what benefits they have elected to take. A breakdown of the fringe benefits available to the employee and rate is attached to the Grants.gov application.

Sworn officer's rate is 76.78 % and civilian rate is 74.97%. The effective dates for these rates is October 1, 2015 through September 30, 2016.



**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
NAIC	1	6	\$2,179.00	\$1,743.00	\$436.00	\$0.00
Routine Mtgs & CRs	2	80	\$7,742.00	\$6,194.00	\$1,548.00	\$0.00
Roadcheck 2016	12	5	\$7,266.00	\$5,813.00	\$1,453.00	\$0.00
Motor Coach & Inspection Details	8	45	\$20,268.00	\$16,214.00	\$4,054.00	\$0.00
General Hazardous Material Inspection	2	7	\$3,784.00	\$3,027.00	\$757.00	\$0.00
RMRSR - Rocky Mountain Regional Safety Rendezvous	1	4	\$1,200.00	\$960.00	\$240.00	\$0.00
COHMED	2	7	\$5,384.00	\$4,307.00	\$1,077.00	\$0.00
NAS Part B Inspection	7	7	\$3,078.00	\$2,462.00	\$616.00	\$0.00
NAS Part A Inspection	20	7	\$5,130.00	\$4,104.00	\$1,026.00	\$0.00
CVSP Training - Western Service Center Meeting	2	4	\$3,500.00	\$2,800.00	\$700.00	\$0.00
CVSA Spring Workshop	2	5	\$3,448.00	\$2,758.00	\$690.00	\$0.00
CVSA Annual Conference	4	5	\$5,052.00	\$4,042.00	\$1,010.00	\$0.00
Post Crash	2	5	\$4,016.00	\$3,414.00	\$602.00	\$0.00
Phase II Training-ELD	4	5	\$6,016.00	\$5,114.00	\$902.00	\$0.00
CSA Phase III	3	5	\$4,800.00	\$4,080.00	\$720.00	\$0.00
CVISN/ITD Workshop 2017	1	4	\$1,600.00	\$1,360.00	\$240.00	\$0.00
<b>Sub-Total Travel</b>			<b>\$84,463.00</b>	<b>\$68,392.00</b>	<b>\$16,071.00</b>	<b>\$0.00</b>

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

State of Wyoming uses the federal per-diem rate for traveling both in-state and out-of-state. The costs are figured by number of personnel and if they have to travel by air or can drive to the location for meetings or training. If at all possible to save money we required them to drive if it is less money to drive to a location than to fly. Lodging is decided by how many personnel will be attending. If a large number of personnel will be attending the meeting or training, we require double occupancy this is in-state as well as, out-of-state.

Level 6 instructor and one level 6 inspector attends the COHMED Conference to stay up-to-date on any regulation or policy changes for radiological shipments. The attendees for the CVSA Spring Workshop and Annual Conference are on CVSA Committees and bring back valuable information to our staff. CVSP Training meeting - The MCSAP Manager and Grant Financial Manager will attend for up-dated information and changes to the CVSP. This is usually a required meeting from FMCSA.

NAS Part A and Part B classes are held in state where General Hazardous Material and Cargo Tank classes are held out-of-state. These classes are to train new inspectors to replace inspectors that have been promoted, resigned or retired. NAIC is attended by one person and the partnership with other state inspectors along with the training received during the competition for that individual is very valuable and is passed on to our inspections. RMRSR is attended by the Commercial Carrier Lieutenant to provide information to the other states and work a partnership for possible details to be performed on motor coaches and trucks along the borders. There is also training provided by the sponsoring state that is valuable and passed on to our troopers/inspectors. The motor coach and inspection details are attended by four inspectors for each detail due to the traffic and officer safety. Motor Carrier Officers are required to attend the Roadcheck detail in June. Routine travel is considered for meetings with industry, our personnel and carrier interventions/compliance reviews.

Post Crash training is usually set in Nebraska where the inspectors drive and stay in an academy setting. Two inspectors go to this training to keep up on any changes or training. ELD training will be for designated trainer, Lieutenant, and 2 Compliance Review Auditors. The cost was based upon per diem and average air fare. CSA Phase III is attended by the Lieutenant and 2 Compliance Review Auditors to train on offsite investigations and violations. This training will also include software IT systems. CVISN/ITD Workshop is to stay up on any changes that the Grant Manager needs to be aware of and also to report back on to the various agencies that it influences.

**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
Slide-ins for inspection vehicles	2	\$4,874.00	\$9,748.00	\$8,285.80	\$1,462.20	\$0.00
Detail/Service Truck w/ Accessories	1	\$30,292.82	\$30,292.82	\$25,748.90	\$4,543.92	\$0.00
Tablets	5	\$4,000.00	\$20,000.00	\$17,000.00	\$3,000.00	\$0.00
Net Motion Windows Device	5	\$1,750.00	\$8,750.00	\$7,437.50	\$1,312.50	\$0.00
<b>Sub-Total Equipment</b>			<b>\$68,790.82</b>	<b>\$58,472.20</b>	<b>\$10,318.62</b>	<b>\$0.00</b>

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

Per WYDOT policy, property with an original cost of \$500 or more requires a property number. If a property number is required, then it is considered equipment and is in our inventory.

The slide-ins are for new vehicles (SUVs) which will replace old slide-ins from the old vehicle that will not fit the new vehicle. Old ones will be kept in case some of the other vehicles need the slide-in replaced due to damages (wear and tear) and crashes to patrol vehicles before the vehicle is traded.

Slide-ins are used for motor carrier trooper's gear and wheel load scales. The slide-ins are an aluminum box with trays that allow motor carrier troopers to carry inspection gear all the time and be able to do random inspections roadside. In this box they carry creeper, wheel chocks, bump cap, rule and regulation books, duffle bag for BDU's and drawers that contain brake chamber, tire pressure gauges, chalk ruler, flashlights, and other equipment needed to perform inspections.

A Detail/Service Truck with topper shell and accessories will be for the Meet teams to complete 8 details per year and to also move equipment as needed.

Tablets are used for the Meet team details. They are mobile so that they can hold them while doing inspections.

Net Motion Windows Device is tablet specific and allows for Aspen and other programs to be accessed remotely. It is part of the set up of a Tablet on the IT side.

**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
Inspection Supplies	15	ea	\$108.15	\$1,622.25	\$1,378.91	\$243.34	\$0.00
BDU & Web Gear	15	ea	\$497.65	\$7,464.75	\$6,345.04	\$1,119.71	\$0.00
Office Supplies	90	ea	\$58.00	\$5,220.00	\$4,437.00	\$783.00	\$0.00
Creepers	10	each	\$100.00	\$1,000.00	\$850.00	\$150.00	\$0.00
Self powered drop lights	8	ea	\$300.00	\$2,400.00	\$2,040.00	\$360.00	\$0.00
Thumb drives for ELD	400	ea	\$7.00	\$2,800.00	\$2,380.00	\$420.00	\$0.00
<b>Sub-Total Supplies</b>				<b>\$20,507.00</b>	<b>\$17,430.95</b>	<b>\$3,076.05</b>	<b>\$0.00</b>

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

Uniforms/Web Gear, Creepers, Self powered drop lights and other related inspection supplies - BDU's for Level 1 inspectors. At this time we just need to plan for 5 new level inspectors and some replacement gear.

BDU - \$ 497.65 X 15 = \$ 7,464,75

Inspection supplies - \$ 108.15 x 15 = \$ 1,622.25

Office supplies - General office supplies (toner, folders, paper, etc.) for seven MCSAP employees in the Commercial Carrier Section at approximately \$ 62.00/month = Approx. \$ 5,208.00

Thumb drives for all inspectors for the upcoming ELD requirements.

**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.*

<b>Contractual Cost Spending Plan Narrative</b>				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Billboard Advertising	\$34,445.00	\$29,278.25	\$5,166.75	\$0.00
<b>Sub-Total Contractual</b>	<b>\$34,445.00</b>	<b>\$29,278.25</b>	<b>\$5,166.75</b>	<b>\$0.00</b>

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

Lamar Outdoors has been providing the billboards in our high crash corridors for approximately twelve years. We continue to change the message on the billboards to project the current problem in that area. We have six billboards ranging from \$ 313.70 per month to \$ 715.00 per month depending on the location. These billboards are located in our high crash corridors and over the years we have seen some reduction of the crashes, but feel the billboards have contributed to some of the reduction.

\$ 2,870.42 x 12 = \$ 34,445.00

**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	Planned MOE Expenditures
Printing	1500	ea	\$0.25	\$375.00	\$318.75	\$56.25	\$0.00
CVSA Decals	6000	ea	\$0.28	\$1,680.00	\$1,428.00	\$252.00	\$0.00
CVSA Dues	1	ea	\$5,500.00	\$5,500.00	\$4,675.00	\$825.00	\$0.00
Fleet Cost (Mileage Repairs)	1	ea	\$14,053.00	\$14,053.00	\$11,945.05	\$2,107.95	\$0.00
Fuel Cost (Wright Credit Card)	1	ea	\$1,824.00	\$1,824.00	\$1,550.40	\$273.60	\$0.00
Conference Cost	9	ea	\$500.00	\$4,500.00	\$3,825.00	\$675.00	\$0.00
Iteris Maintenance Fee	1	each	\$41,500.00	\$41,500.00	\$35,275.00	\$6,225.00	\$0.00
HELP Dues	1	each	\$15,000.00	\$15,000.00	\$12,750.00	\$2,250.00	\$0.00
<b>Sub-Total Other Costs</b>				<b>\$84,432.00</b>	<b>\$71,767.20</b>	<b>\$12,664.80</b>	<b>\$0.00</b>

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

Printing of our safety brochures 1500 ea x .25 = 375.00. These brochures are passed out to the motoring public and CMVs regarding no zone areas, winter driving, summer driving, distracted driving, etc. CVSA decals 6000 = @ .28 = \$ 1,680.00. Conference cost (registrations the cost varies depending on the conference. Fuel cost (Wright Credit Card) - \$ 1,824.00 (this cost is from previous years amount for out-of-state travel or if the WYDOT gas pumps are down. Fleet cost (mileage/repairs) estimated mileage from previous year and used the rate equipment staff at WYDOT said to use because we have different class of vehicles and it would average out for the budget and actual charges will be requested in our reimbursements. CVSA dues - \$ 5,500.00. This organization is responsible for the out-of-service criteria that we enforce when conducting inspections and they notified the states of any changes that are up-coming. Membership entitles us to partnership with other agencies and industry during all meetings that are held by CVSA.

Iteris Maintenance Fees are used to support CView and the Help Dues are needed for PrePass with supports congestion mitigation for streamlining safety purposes for Commercial Carriers.

Iteris Maintenance Fee and Help Dues for MCSAP 2017 are for FY 2018. WHP has these costs being paid out of the CVISN 2016 grant that was awarded for the FY 2017.

**8 - Spending Plan**

**Instructions:**

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

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$1,460,286.00	\$257,698.00	\$1,717,984.00

Allowable amount for Overtime (15% of total award amount without justification): \$257,698.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$131,571.00

<b>Personnel (Payroll Costs)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Training Hrs Inspect	\$30,227.14	\$5,334.20	\$35,561.34	\$0.00
Level 1 Troopers	\$18,815.35	\$3,320.36	\$22,135.71	\$0.00
MC Troopers	\$149,176.28	\$26,325.23	\$175,501.51	\$0.00
Level 3 Troopers	\$57,993.94	\$10,234.22	\$68,228.16	\$0.00
MC Lieutenant	\$49,904.98	\$8,806.76	\$58,711.74	\$0.00
MC Captain	\$4,252.96	\$750.52	\$5,003.48	\$0.00
Sr Accountant	\$29,488.47	\$5,203.85	\$34,692.32	\$0.00
POE Supervisors	\$10,162.18	\$1,793.33	\$11,955.51	\$0.00
Lvl 1 POE Insp	\$31,765.49	\$5,605.68	\$37,371.17	\$0.00
Lvl 3 POE Insp	\$36,687.91	\$6,474.34	\$43,162.25	\$0.00
CR Inspectors	\$58,094.50	\$10,251.97	\$68,346.47	\$0.00
Acct Analyst	\$36,862.80	\$6,505.20	\$43,368.00	\$0.00
Sr. Acct Analyst	\$44,367.96	\$7,829.64	\$52,197.60	\$0.00
Overtime	\$163,181.10	\$28,796.67	\$191,977.77	\$0.00
<b>Subtotal for Personnel</b>	<b>\$720,981.06</b>	<b>\$127,231.97</b>	<b>\$848,213.03</b>	<b>\$0.00</b>

<b>Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Training Hrs Inspect	\$23,208.83	\$4,095.68	\$27,304.51	\$0.00
Level 1 Troopers	\$15,296.35	\$2,699.36	\$17,995.71	\$0.00
MC Troopers	\$88,106.36	\$15,548.18	\$103,654.54	\$0.00
Level 3 Troopers	\$32,788.78	\$5,786.26	\$38,575.04	\$0.00
MC Lieutenant	\$38,317.21	\$6,761.86	\$45,079.07	\$0.00
MC Captain	\$3,265.76	\$576.31	\$3,842.07	\$0.00
Sr Accountant	\$22,107.94	\$3,901.40	\$26,009.34	\$0.00
POE Supervisors	\$6,666.86	\$1,176.50	\$7,843.36	\$0.00
Lvl 1 POE Insp	\$16,487.44	\$2,909.55	\$19,396.99	\$0.00
Lvl 3 POE Insp	\$32,416.65	\$5,720.59	\$38,137.24	\$0.00
CR Inspectors	\$43,553.79	\$7,685.96	\$51,239.75	\$0.00
Acct Analyst	\$27,636.04	\$4,876.95	\$32,512.99	\$0.00
Sr. Acct Analyst	\$33,262.91	\$5,869.93	\$39,132.84	\$0.00
Overtime	\$38,391.00	\$9,598.00	\$47,989.00	\$0.00
<b>Subtotal for Fringe Benefits</b>	<b>\$421,505.92</b>	<b>\$77,206.53</b>	<b>\$498,712.45</b>	<b>\$0.00</b>



<b>Program Travel</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
NAIC	\$1,743.00	\$436.00	\$2,179.00	\$0.00
Routine Mtgs & CRs	\$6,194.00	\$1,548.00	\$7,742.00	\$0.00
Roadcheck 2016	\$5,813.00	\$1,453.00	\$7,266.00	\$0.00
Motor Coach & Inspection Details	\$16,214.00	\$4,054.00	\$20,268.00	\$0.00
General Hazardous Material Inspection	\$3,027.00	\$757.00	\$3,784.00	\$0.00
RMRSR - Rocky Mountain Regional Safety Rendezvous	\$960.00	\$240.00	\$1,200.00	\$0.00
COHMED	\$4,307.00	\$1,077.00	\$5,384.00	\$0.00
NAS Part B Inspection	\$2,462.00	\$616.00	\$3,078.00	\$0.00
NAS Part A Inspection	\$4,104.00	\$1,026.00	\$5,130.00	\$0.00
CVSP Training - Western Service Center Meeting	\$2,800.00	\$700.00	\$3,500.00	\$0.00
CVSA Spring Workshop	\$2,758.00	\$690.00	\$3,448.00	\$0.00
CVSA Annual Conference	\$4,042.00	\$1,010.00	\$5,052.00	\$0.00
Post Crash	\$3,414.00	\$602.00	\$4,016.00	\$0.00
Phase II Training-ELD	\$5,114.00	\$902.00	\$6,016.00	\$0.00
CSA Phase III	\$4,080.00	\$720.00	\$4,800.00	\$0.00
CVISN/ITD Workshop 2017	\$1,360.00	\$240.00	\$1,600.00	\$0.00
<b>Subtotal for Program Travel</b>	<b>\$68,392.00</b>	<b>\$16,071.00</b>	<b>\$84,463.00</b>	<b>\$0.00</b>

<b>Equipment</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Slide-ins for inspection vehicles	\$8,285.80	\$1,462.20	\$9,748.00	\$0.00
Detail/Service Truck w/ Accessories	\$25,748.90	\$4,543.92	\$30,292.82	\$0.00
Tablets	\$17,000.00	\$3,000.00	\$20,000.00	\$0.00
Net Motion Windows Device	\$7,437.50	\$1,312.50	\$8,750.00	\$0.00
<b>Subtotal for Equipment</b>	<b>\$58,472.20</b>	<b>\$10,318.62</b>	<b>\$68,790.82</b>	<b>\$0.00</b>

<b>Supplies</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Inspection Supplies	\$1,378.91	\$243.34	\$1,622.25	\$0.00
BDU & Web Gear	\$6,345.04	\$1,119.71	\$7,464.75	\$0.00
Office Supplies	\$4,437.00	\$783.00	\$5,220.00	\$0.00
Creepers	\$850.00	\$150.00	\$1,000.00	\$0.00
Self powered drop lights	\$2,040.00	\$360.00	\$2,400.00	\$0.00
Thumb drives for ELD	\$2,380.00	\$420.00	\$2,800.00	\$0.00
<b>Subtotal for Supplies</b>	<b>\$17,430.95</b>	<b>\$3,076.05</b>	<b>\$20,507.00</b>	<b>\$0.00</b>

<b>Contractual (Subgrantees, Consultant Services, etc.)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Billboard Advertising	\$29,278.25	\$5,166.75	\$34,445.00	\$0.00
<b>Subtotal for Contractual</b>	<b>\$29,278.25</b>	<b>\$5,166.75</b>	<b>\$34,445.00</b>	<b>\$0.00</b>

<b>Other Expenses</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Printing	\$318.75	\$56.25	\$375.00	\$0.00
CVSA Decals	\$1,428.00	\$252.00	\$1,680.00	\$0.00
CVSA Dues	\$4,675.00	\$825.00	\$5,500.00	\$0.00
Fleet Cost (Mileage Repairs	\$11,945.05	\$2,107.95	\$14,053.00	\$0.00
Fuel Cost (Wright Credit Card)	\$1,550.40	\$273.60	\$1,824.00	\$0.00
Conference Cost	\$3,825.00	\$675.00	\$4,500.00	\$0.00
Iteris Maintenance Fee	\$35,275.00	\$6,225.00	\$41,500.00	\$0.00
HELP Dues	\$12,750.00	\$2,250.00	\$15,000.00	\$0.00
<b>Subtotal for Other Expenses including Training &amp; Conferences</b>	<b>\$71,767.20</b>	<b>\$12,664.80</b>	<b>\$84,432.00</b>	<b>\$0.00</b>

<b>Total Costs</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
<b>Subtotal for Direct Costs</b>	<b>\$1,387,827.58</b>	<b>\$251,735.72</b>	<b>\$1,639,563.30</b>	<b>\$0.00</b>
<b>Total Costs Budgeted</b>	<b>\$1,387,827.58</b>	<b>\$251,735.72</b>	<b>\$1,639,563.30</b>	<b>\$0.00</b>