



NEVADA

Commercial Vehicle Safety Plan

**Federal Motor Carrier Safety Administration's
Motor Carrier Safety Assistance Program**

Fiscal Year 2019

Date of Approval: July 17, 2019

FINAL CVSP



**U.S. Department of Transportation
Federal Motor Carrier Safety Administration**

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.201](#) and [205](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to “prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety.”

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements
- Part 3: National Emphasis Areas and State Specific Objectives
- Part 4: Financial Information (FY 2019)
- Part 5: Certifications and Documents

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit either a single year, a 3-year plan, or an Annual Update to a 3-year plan. As used within the eCVSP, the term ‘State’ means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

NEW FOR FY 2019:

Single Year and Multi-Year plans—For FY 2019, the primary difference in the single year and multi-year CVSP formats is that objectives, projected goals, and activities in the 3-year plan will cover an entire three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—Those States in Year 2 of a 3-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in Year 1 and indicate whether anything needs to be updated for Year 2 via a Yes/No question provided in each Section of Parts 1-3. **NOTE: Answer carefully as there is one opportunity to check Yes/No and then the input is locked.**

- If Yes is indicated, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan.
- If No is indicated, the Year 1 information will not be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All single year, multi-year, and annual update plans have been pre-populated with data and information from their FY 2018 plans. States must carefully review and update this information to reflect FY 2019 activities prior to submission to FMCSA.

In addition, States are reminded to **not** include any personally identifiable information (PII) in the CVSP. The final

CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 2 - Mission/Goal Statement**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 information on any other FMCSA grant activities or expenses in the CVSP.*

It is the Mission of the Nevada Highway Patrol (NHP) to promote safety on Nevada highways by providing law enforcement traffic services to the motoring public.

The Goal of NHP is to maintain the Nevada Large Truck and Bus Related Fatalities Rate to less than or equal to 0.16 fatalities per 100 million Vehicle Miles Traveled (VMT) as averaged over the most recent three years.

FMCSA A&I data (USDOT/FHWA, Highway Statistics Annual Series - FARS) shows Nevada's truck and bus fatality rates for the past three years, with 2016 being the most recent available:

2016 Fatality Rate = 0.119, based on 32 fatalities

2015 Fatality Rate = 0.143, based on 37 fatalities

2014 Fatality Rate = 0.067, based on 17 fatalities

The average fatality rate over the past three years = 0.109 fatalities per 100 million VMT.

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

NOTE: Please do not include activities or expenses associated with any other FMCSA grant program.

There are approximately 5,297 miles of roadway maintained by the Nevada Department of Transportation (NDOT), 589 miles which are Interstate. The state does not have any permanent fixed inspection facilities at its entry points. NHP uses mobile, roving enforcement and temporary inspection checksite locations for its commercial vehicle inspection and enforcement program.

The Department of Public Safety (DPS), Nevada Highway Patrol (NHP) Commercial section is the designated MCSAP agency. As of July 1, 2018, NHP Commercial had 63 full time equivalent (FTE) non-MCSAP funded positions assigned to conduct commercial vehicle inspections and enforcement:

- 44 DPS Officer II
- 7 Sergeant
- 4 Lieutenant
- 8 Commercial Vehicle Safety Inspector (non-sworn)

These positions are funded from Budget Account (BA) 4713 which are state highway funds. The salary and benefit costs incurred by the Officers, Sergeants and CVSIs, when conducting MCSAP eligible activities, are used as the required 15% state share, and serve as the primary basis for the Maintenance of Effort (MOE) for the MCSAP program. Commercial personnel record their time spent on MCSAP and non-MCSAP related activities on internal NHP Form 186. This information is then used to calculate match and MOE expenditures.

Within the NHP Commercial section are 15 MCSAP-funded positions:

7 Non-Sworn Administrative positions

- 1 Administrative Assistant IV to oversee SafetyNet and data entry (100% MCSAP)
- 3 Administrative Assistant II, one in each region to provide data entry and office support (75%MCSAP/25%BA4713)
- 1 Administrative Assistant II in Headquarters (100% MCSAP)
- 1 Information Technology Technician VI to support computers, tablets, laptops and communications (100% MCSAP)
- 1 Grants and Projects Analyst II to support grant functions (100% MCSAP)

5 Non-Sworn Commercial Vehicle Safety Inspectors (CVSI) (100% MCSAP)

- 1 CVSI III to direct the training program
- 2 CVSI II to support inspections and comprehensive reviews
- 2 CVSI II to conduct New Entrant audits

3 Sworn DPS Troopers

- 3 sworn DPS Officer II (100% MCSAP)

As part of the full grant award budget revision process, NHP is reclassifying the Grants & Projects Analyst II position to a supervisory Grants & Projects Analyst III, and adding a new Management Analyst II position to the MCSAP funded positions. The expense changes have been included in the FFY19 MCSAP budget and narrative. Once approved by FMCSA in the MCSAP budget, NHP will then pursue state authority for these personnel changes. Only after receiving authority for the positions will they be filled.

NHP commercial activities are supervised by a Commercial Lieutenant in at the Carson City Headquarters office, and a Commercial Lieutenant in each of the 3 NHP regional offices (all 4 are funded from BA 4713). The HQ Commercial Lieutenant is responsible for the statewide management of the commercial program, including implementation and compliance with MCSAP requirements, activities and goals, effectiveness of program activities, review of enforcement and inspection activities, the size and weight program, compliance with state commercial vehicle regulations, and other related non-MCSAP programs (i.e. WIPP, school buses). All NHP commercial enforcement personnel are certified through the National Training Center to conduct Level I, II, III and hazardous materials inspections. Several officers are trained to conduct Motorcoach and Radiological inspections as well.

CMV inspections are also conducted by NHP Traffic officers certified for NAS Level II and III inspections. These officers are not part of the Commercial section, and CMV inspections are a secondary activity to be done only when not conducting general traffic enforcement. There are 83 NHP Traffic officers that are certified to conduct inspections.

Within the State of Nevada allied agencies also conduct CMV inspections and enforcement. In FFY17, the City of Sparks, the City of Reno and the City of Henderson police departments had 18 officers trained to conduct all levels of CMV inspections.

Within DPS, the Nevada Office of Traffic Safety (OTS), in coordination with NHP, the Nevada Department of Transportation (NDOT) and other state and local agencies, prepares and manages the Nevada Strategic Highway Safety Plan. The Plan's goal to reduce the number and severity of crashes on Nevada's roadways. The Plan identifies four strategy categories: Engineering, Education, Emergency Services, and Enforcement. Specific actions to improve safety are included with each category. 7 Critical Emphasis Areas (CEA) are focused on for media safety messages, including occupant seat belt and pedestrian safety.

The Nevada Department of Motor Vehicles (DMV) is responsible for commercial vehicle registrations, commercial vehicle driver licenses, and fuel licensing for interstate trucking firms and other businesses that operate heavy equipment. The Department collects all Nevada fuel taxes and licenses fuel suppliers, dealers, transporters and exporters, and is responsible for compliance issues related to overweight vehicles, dyed fuel violations, the Interstate Registration Program (IRP), and the International Fuel Tax Agreement (IFTA). NHP is working closely with DMV Motor Carrier Division (MCD) to implement Intelligent Technology Deployment (ITD) and Performance Registration Information Systems Management (PRISM) functionality within DMV.

The Nevada Department of Transportation (NDOT) coordinates with NHP on highway engineering and design projects to improve highway geometrics aimed at reducing commercial vehicle crashes. NDOT provides and maintains pull-offs for truck inspections and supports NHP radio communications. NHP and NDOT cooperatively prepare the highway Size and Weight Enforcement Plan required by the Federal Highway Administration (FHWA). NHP is part of the Freight Planning committee established by NDOT as mandated by MAP-21 legislation.

NHP partners with the Nevada Trucking Association (NTA) in support of the Nevada Truck Driver Challenge held each year, while NTA supports NHP's Inspector Challenge. NHP regularly meets with NTA members at safety roundtable meetings and at other times regarding inspection and enforcement issues, assisting with safety programs (such as Badge On Board and Drivers Challenge), and evaluating legislative proposals.

NHP is a member of and supports the Commercial Vehicle Safety Alliance (CVSA) by attending and engaging in committee activities, attending workshops and conferences, participating in CVSA sponsored enforcement activities such as Operation Airbrake, Operation SafeDriver, Operation Roadcheck, and attending COHMED training.

Part 1 Section 4 - MCSAP Structure**Instructions:**

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements —Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	NEVADA HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	78
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	63
Traffic Enforcement Activities	63
Investigations*	5
Public Education and Awareness	7
Data Collection and Reporting	6
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	4
Total # of MCSAP Participating Personnel:	101

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2019 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2017, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

Note: *For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the State Quarterly Report and CVSP Data Dashboard, and/or the CVSP Toolkit 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>. A user id and password are required to access this system.*

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/ objectives.

Part 2 Section 2 - CMV Crash Reduction

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2013 - 2017

Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

ALL CMV CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

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

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	32	0.16	0.11
01/01/2015	12/31/2015	37	0.16	0.10
01/01/2014	12/31/2014	17	0.16	0.06
01/01/2013	12/31/2013	24	0.16	0.10
01/01/2012	12/31/2012	21	0.16	0.09

MOTORCOACH/PASSENGER CARRIER CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Other

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Total Number of Non-Fatal Bus Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	12/31/2017	2	22	31
01/01/2016	12/31/2016	6	22	21
01/01/2015	12/31/2015	7	22	21
01/01/2014	12/31/2014	0	22	23
01/01/2013	12/31/2013	3	22	29

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Other

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Total # Vehicles Involved in Fatal Hazmat Crash Events

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	12/31/2017	0	23	32
01/01/2016	12/31/2016	1	23	39
01/01/2015	12/31/2015	0	23	38
01/01/2014	12/31/2014	0	23	14
01/01/2013	12/31/2013	0	23	14

Enter the data sources and capture dates of the data listed in each of the tables above.

MCMIS Snapshot as of 5/25/18, including crash records through 1/31/18.

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

The number of crashes in most Nevada locations is trending upward, and in some cases significantly (i.e. Washoe County). With unemployment as one of its lowest levels in years, the construction of residential housing and commercial buildings strong, and the number of VMT increasing, a rise in crashes is expected. However, the relative increase of crashes, especially in Washoe County, is disconcerting.

At the same time crashes are increasing, NHP resources committed to commercial safety and enforcement have either held constant or have been impacted due to vacancies and turnover. Over the past year 1 Lieutenant and 2 Sergeants have left the commercial section, and over the next year 2 new Lieutnantants, 2 new Sergeants and 2 new CVSI will require training and on-the-job experience. There are currently 3 vacancies among the commercial Troop positions.

Narrative Overview for FY 2019**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 vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

Statistical data show indicate that the highest crash corridors in Nevada are in Clark County, the greater Reno/Sparks area, and I-80 between Battle Mountain and Wendover during inclement weather. Over the past several years, approximately half of all CMV crashes in Nevada occurred in Clark County.

In CY 2017, Washoe County saw a 100% increase in crashes, going from an average of 65 over the past three years to 135. Statewide, the number of crashes increased from an average of 448 over the past three years to 699, approximately a 60% increase.

Number of Large Truck Fatal and Non-Fatal Crashes by CY

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Clark County	188	213	234	254	209	180	264	292
Washoe County	66	67	88	61	58	59	79	135
Statewide	437	461	483	458	394	380	561	699

- The **Clark County** five-year crash average is **240/yr for the period 2013-2017**, up from 226 and 214 for the two previous 5-year periods, respectively. The NHP goal to limit the number of crashes to **less than 235/yr** is exceeded by 5 crashes and the trend appears to be towards an increasing number of crashes.
- The **Washoe County** five-year crash average is **78/yr for the period 2013-2017**, up from 69 and 66.6 for the two previous 5-year periods, respectively. The NHP goal to limit the number of crashes to **less than 75/yr** is exceeded by 3 crashes and the trend appears to be towards an increasing number of crashes.
- The **Statewide** five-year crash average is **500/yr for the period 2013-2017**, up from 455 and 431 for the two previous 5-year periods, respectively. The NHP goal to limit the number of statewide crashes to **less than 455/yr** is exceeded by 45 crashes and the trend appears to be towards an increasing number of crashes.

Enter the data source and capture date:

MCMIS as of 5/25/18, including records through 1/31/18.

Projected Goal for FY 2019**Enter Crash Reduction Goal:**

Goal 1 Maintain the number of Clark County large truck fatal and non-fatal crashes to less than 235 per year as averaged over 5 years. Goal 2 Maintain the number of Washoe County large truck fatal and non-fatal crashes to less than 75 per year as averaged over 5 years. Goal 3 Maintain the number of statewide large truck fatal and non-fatal crashes to less than 475 per year as averaged over 5 years.

Program Activities: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

Activity 1 - High Crash Corridors Overtime Strike Force

Nevada's known high crash corridors, specifically Las Vegas, Reno and Elko urban sections of interstate routes (I-15, I-80, I-215) will be targeted with enhanced commercial vehicle inspection and enforcement Strike Force events by each of NHP's three regional commands.

NHP will conduct twelve (12) High Crash Corridor Overtime Strike Force events* statewide. The events will be distributed between NHP's three regional commands, and the commands will retain flexibility to move any number of events between commands. The events will be 1-3 days (1 day RT, 1-2 days OT), and involve 3-7 Troops, Sergeants and CVSIs on 8-10 hour shifts.

- Northern Command East (Elko) - 8 events
- Northern Command West (Reno) - 2 events
- Southern Command (Las Vegas) - 2 events

Activity 2 - Rural Crash Corridors Overtime Strike Force

Crashes on Nevada's rural highway often result in greater injury or death due to higher speeds, fewer highway safety features (wider shoulders, for example) and greater distance and time for treatment by emergency personnel.

NHP will conduct twelve (12) Rural Area Crash Corridor Overtime Strike Force events statewide*. The events will be distributed between NHP's three regional commands, and the commands will retain flexibility to move any number of events between commands. The events will be 1-3 days (1 day RT, 1-2 day OT), and involve 3-7 Troops/Sergeants/CVSI on 8-10 hour shifts.

- Northern Command East (Elko) - 8 events,
- Northern Command West (Reno) - 2 events
- Southern Command (Las Vegas) - 2 events

Activity 3 - Work/Construction Zones Overtime Strike Force

Work zones create traffic backups which are often at locations where drivers don't usually experience traffic delays, resulting in fatal and non-fatal crashes in these work zones. According to FMCSA data (Crash Reports - Work Zones) Nevada has had 6 fatal crashes in work/construction zones between 2010 and 2014.

NHP will conduct six (6) Work/Construction Zone Overtime Strike Force events statewide*. The events will be distributed between NHP's three regional commands, and the commands will retain flexibility to move any number of events between commands. The events will be 1-3 days, and involve 3-7 Troops/Sergeants/CVSI on 8-10 hour shifts.

- Northern Command East (Elko) - 2 events
- Northern Command West (Reno) - 2 events
- Southern Command (Las Vegas) - 2 events

*The timing for conducting Strike Force events depends on weather and staffing availability.

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 Standard Form - Performance Progress Reports (SF-PPRs).

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

High Crash Corridors

The number of High Crash Corridors Overtime Strike Force events, including number of inspections.

Rural Crash Corridors

The number of Rural Crash Corridors Overtime Strike Force events, including number of inspections.

Work/Construction Zones

The number of Work/Construction Zone Overtime Strike Forces events, including number of inspections.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2019.

Note: *In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.*

Trend Analysis for 2013 - 2017

Inspection Types	2013	2014	2015	2016	2017
Level 1: Full	2807	4633	4271	3725	4056
Level 2: Walk-Around	24094	20756	19839	20582	21614
Level 3: Driver-Only	7279	8055	8800	9017	7451
Level 4: Special Inspections	0	313	252	46	48
Level 5: Vehicle-Only	189	273	420	261	175
Level 6: Radioactive Materials	0	0	0	0	1
Total	34369	34030	33582	33631	33345

Narrative Overview for FY 2019

Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. 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 a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

Background

Nevada does not have permanent inspection facilities used to inspect CMVs as they enter or operate throughout the state. Instead, NHP conducts all enforcement and inspection activities roadside. These roadside activities include daily patrols, checksite operations, strike force events in targeted areas, Badge On Board events targeting passenger vehicles, and other FMCSA and CVSA events such as Operation Airbrake.

Designated inspection checksites are located near the communities of Sloan, Apex, Elko (2), Garson, Bordertown, Ely and Wadsworth. The checksites are maintained by the Nevada Department of Transportation, but do not offer any amenities aside from signage. 3 locations have lighting and overhead roof structures. Rented portapotties are maintained at 6 of the locations. These checksites are used only by NHP Commercial.

SAFER Uploads

CMV inspections in Nevada are uploaded to SAFER by three distinct groups:

1. NHP Commercial section, comprised of 44 Troopers, 7 Sergeants, 4 Lieutenants, and 13 CVSI.
2. 83 NHP Traffic Troops certified to conduct Level II and III inspections only, while dedicated primarily to traffic duties.
3. 18 allied agency personnel (City of Henderson, Wasoe County, etc) certified to conduct all levels of inspections (except Level VI)

As the Lead MCSAP Agency, NHP Commercial does not have any control or influence over the number or quality of inspections conducted by allied agencies, and have very little to no control over those conducted by NHP Traffic. Regardless of the quality of these inspections (and they often count against NHP's data quality rating when done improperly), those inspections are uploaded to SAFER and accrue towards NHP's total number of inspections.

NHP Commercial Inspection Goals

The NHP Commercial section reviews and sets its inspection goals each year based on a consensus review of where

crashes are routinely occurring and their trends, an analysis of past inspection efforts, staffing levels, management directives and other factors affecting roadside inspection and enforcement.

- The FFY19 inspection goal for NHP Commercial is 23,751.

Additional Inspections

NHP Traffic Troops conducting inspections do so on an irregular basis. In FFY17, Traffic Troops conducted 3,180 inspections, all either Level II or III.

- These inspections are not included in the NHP commercial section inspection goals as part of the FFY19 CVSP, but will be included in SAFETYNET reports that show state inspection results.

Allied agencies include local jurisdictions that have NAS certified law enforcement. In FFY17 there were three entities conducting inspections. These agencies conducted 777 inspections in FFY17.

- These inspections are not included in the NHP commercial section inspection goals as part of the FFY19 CVSP, but will be included in SAFETYNET reports that show state inspection results.

NHP Commercial Level I Inspections Numbers

NHP does not conduct 25% of its inspections as Level I, primarily for two reasons. First of all, data show the majority of CMV crashes in Nevada are driver error and not mechanical. The second is due to a lack of inspection facilities and available personnel.

Nevada does not have fixed inspection facilities, utilizing roadway checksites, of which not all have lighting, restrooms and/or coverings. Consequently, NHP's Southern Command is limited in its ability to conduct Level I in the summer due to the extreme heat, and the Northern Commands are limited in their ability in winter due to inclement weather.

Furthermore, NHP Officers are directed to have two personnel present when conducting Level I inspections, making the number of inspections in rural locations very limited. NHP concentrates enforcement efforts on Level II and III roadside inspections to focus on driver behavior.

Projected Goals for FY 2019

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Year 2019. For FY 2019, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: NEVADA HIGHWAY PATROL

Enter the total number of certified personnel in the Lead agency: 68

Projected Goals for FY 2019 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2276	183	60	2519	10.61%
Level 2: Walk-Around	11832	1535		13367	56.28%
Level 3: Driver-Only	7785			7785	32.78%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			80	80	0.34%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Lead Agency	21893	1718	140	23751	

MCSAP subrecipient agency

Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.

You have not entered any subrecipient information. Visit Part 1, MCSAP Structure to add subrecipient information.

Non-Funded Agencies

Total number of agencies:	4
Enter the total number of non-funded certified officers:	101
Enter the total number of inspections projected for FY 2019:	4025

Summary

Projected Goals for FY 2019 - Roadside Inspections Summary

Projected Goals for FY 2019 Summary for All Agencies					
MCSAP Lead Agency: NEVADA HIGHWAY PATROL					
# certified personnel: 68					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 4					
# certified personnel: 101					
# projected inspections: 4025					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2276	183	60	2519	10.61%
Level 2: Walk-Around	11832	1535		13367	56.28%
Level 3: Driver-Only	7785			7785	32.78%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			80	80	0.34%
Level 6: Radioactive Materials				0	0.00%
Total ALL Agencies	21893	1718	140	23751	

Note: If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

NHP's total inspection goal of 23,751 is established for the NHP Commercial section only, and do not include inspections by NHP Traffic nor allied agencies. The total number of inspections that show up on SafetyNet, however, include inspections by NHP Traffic and NHP's allied agencies. NHP Commercial has no jurisdiction over the number or type of inspections these two groups provide.

Part 2 Section 4 - Investigations

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.



The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.

Trend Analysis for 2013 - 2017

Investigative Types - Interstate	2013	2014	2015	2016	2017
Compliance Investigations		0	0	0	0
Cargo Tank Facility Reviews		0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)		0	0	1	1
CSA Off-Site		0	0	0	0
CSA On-Site Focused/Focused CR	38	30	18	10	10
CSA On-Site Comprehensive	5	4	4	3	4
Total Investigations	43	34	22	14	15
Total Security Contact Reviews		0	1	0	0
Total Terminal Investigations	1	0	0	4	13

Investigative Types - Intrastate	2013	2014	2015	2016	2017
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive					
Total Investigations	0	0	0	0	0
Total Security Contact Reviews					
Total Terminal Investigations					

Narrative Overview for FY 2019

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 assigned to this effort.

Projected Goals for FY 2019

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2019.

Projected Goals for FY 2019 - Investigations		
Investigative Type	Interstate Goals	Intrastate Goals
Compliance Investigations	0	0
Cargo Tank Facility Reviews	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0
CSA Off-Site	0	0
CSA On-Site Focused/Focused CR	40	0
CSA On-Site Comprehensive	6	0
Total Investigations	46	0
Total Security Contact Reviews	0	0
Total Terminal Investigations	0	0

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

For FFY19, three investigator positions are assigned to conduct investigations - 2 full time and 1 part time. A vacant CVSI II position dedicated to conducting investigations (vacant for 12 months) was filled in July 2018. Based on FMCSA's comment, NHP re-evaluated the goal for Investigations, and have changed the goal for FFY19 to 46 Investigations, with at least 23 being conducted by Northern Command and 23 conducted by Southern Command.

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.

1 - Southern Command Investigations

1 full-time Investigator in Southern Command (Las Vegas) will be responsible for completing a minimum of 18 investigations on interstate carriers, depending on the level of intervention required and direction from FMCSA.

2 - MCSAP Office Investigations

1 full-time Investigator in the MCSAP Office (Carson City) will be responsible for completing a minimum of 8 investigations on interstate carriers, depending on availability and timing of training. This investigator was hired July 2018.

1 part-time Investigator in the MCSAP office will be responsible for completing 6 investigations in order to maintain certification.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.

1 - Southern Command Reviews

Number of reviews on interstate carriers conducted by the Southern Command investigator.

2 - MCSAP Office Reviews

Number of reviews on interstate carriers conducted by the MCSAP office investigator(s).

NHP Commercial Commander will monitor monthly progress of each of the three investigators assigned reviews, reviews in progress, and completed reviews. NHP will work with the Nevada FMCSA Division Office to ensure sufficient reviews are assigned to each investigator.

Part 2 Section 5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).

Trend Analysis for 2013 - 2017
Instructions:

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables 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 being 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 CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2017	12/31/2017	2888	1180
01/01/2016	12/31/2016	3517	3859
01/01/2015	12/31/2015	4160	4792
01/01/2014	12/31/2014	5171	5784
01/01/2013	12/31/2013	4999	5721

☒ **The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the "CMV Traffic Enforcement Stops without an Inspection" table is not required to be completed and won't be displayed.**

☐ **The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the "Non-CMV Traffic Enforcement Stops" table is not required to be completed and won't be displayed.**

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2016	09/30/2017	349	475
10/01/2015	09/30/2016	501	806
10/01/2014	09/30/2015	2992	3856
10/01/2013	09/30/2014	1157	1588
10/01/2012	09/30/2013	1265	1928

Enter the source and capture date of the data listed in the tables above.

The number of Documented CMV Traffic Enforcement Stops with an Inspection is from FMCSA's MCMIS data snapshot as of 5/25/18. The number of Documented Non-CMV Traffic Enforcement Stops is from NHP internal records tracking Badge On Board activity. Badge On Board is designed to stop non-CMV's committing unsafe driving behaviors in the vicinity of a large truck or bus.

Narrative Overview for FY 2019**Instructions:**

Describe the State's proposed level of effort (number of personnel) to implement 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. Please include 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 who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

A CMV Traffic Enforcement (TE) stop/contact occurs when NHP law enforcement (LE) personnel stop a CMV roadside due to a moving violation (speeding, improper lane change, etc.). LE personnel are trained to indicate on their inspection reports that an inspection was initiated due to a TE moving violation. The number of TE inspections conducted by NHP personnel is based on this inspection notation and the total number is tabulated through SafetyNet.

- The goal for FFY19 is 4,500 CMV TE stops with inspections.

NHP Commercial enforcement personnel are required to conduct an inspection during TE stops. Non-inspection TE stops/contacts may occasionally be conducted by NHP LE personnel on MCSAP funded events based on individual circumstances. These stops/contacts are recorded on the Special Event Report form.

- Due to the relatively low number of non-inspection CMV stops, due to the emphasis on conducting inspections, the goal for FFY19 is 75.

A TE stop/contact of a non-CMV in the vicinity of a CMV occurs when NHP LE personnel stop a non-CMV roadside due to a moving violation (speeding, improper lane change, distracted driving, etc.) in the vicinity of a CMV. NHP LE personnel typically issue a citation or a written warning to the non-CMV driver and provide information regarding safe driving around CMVs. Safety related TE citations, written warnings, or verbal warnings, are typically issued to non-CMV drivers by NHP LE personnel during Badge On Board events. That number is recorded on the Special Event Report form and is reported quarterly.

- The goal for FFY19 is 1,500 TE stops/contacts on non-CMV drivers for hazardous driving around CMVs.

MCSAP funded special enforcement events include strike force events targeting high crash corridors, rural areas, work/construction zones, as well as Badge On Board events designed specifically to enforce safe driving geared toward that event objective (work zones, etc). Strike force and Badge On Board events typically involve 3-7 LE and CVSI personnel and last 2-3 days.

- The goal for FFY19 is to conduct 30 Strike Force and 10 Badge On Board events statewide. The number of CMV stops during these events is projected to be 1,900.

Projected Goals for FY 2019

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2019. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

			Enter Projected Goals (Number of Stops only)
Yes	No	Traffic Enforcement Activities	FY 2019
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	4500
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	75
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	1500
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	1900

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the [FAST Act](#) requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

FY 2019 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2019 Activities	Average 2004/05 Activities
27776	46	200	28022	24180

Describe how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

NHP MCSAP office will monitor the monthly activities of all enforcement personnel and provide training throughout the state, emphasizing the importance of enforcement around CMVs. Training also includes knowing the criteria for a traffic enforcement stop, including having the proper documentation. NHP Commercial does not monitor the traffic enforcement efforts of NHP Traffic nor of allied agencies.

Part 2 Section 6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in [49 CFR 350.201 \(aa\)](#). States must achieve full participation by October 1, 2020. FMCSA defines "fully participating" in PRISM, for the purpose of determining eligibility for MCSAP funding, as when a State's or Territory's International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(aa\) \(cc\)](#)). For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of full participation in PRISM, O&M costs are eligible expenses. O&M expenses must be included and described in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Deploying Core CVISN	Yes
PRISM	Less Than Full Participation	No

Available data sources:

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

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency:

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency:

Narrative Overview for FY 2019

Problem Statement Narrative and Projected Goal:

If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

In June, 2017, the 2017 Nevada Legislature passed S.B. 31, "an Act relating to motor vehicles; revising the requirements for registering certain commercial motor vehicles; revising procedures for registration, renewal of registration and revocation of registration by the Department of Motor Vehicles (DMV) relating to certain commercial motor vehicles and motor carriers who are subject to certain out-of-service orders; authorizing a peace officer to impound or seize the license plates from certain commercial motor vehicles operated by a motor carrier who is subject to certain out-of-service orders; providing a penalty; and providing other matters properly relating thereto." Regulations to enact this new law have been approved. This new law allows Nevada to achieve the old PRISM Steps 3, 4, 5, 6 and 8.

NHP relies on DMV IT systems to be PRISM and ITD compliant. Cooperative efforts between NHP and DMV to update and upgrade DMVs IRP and IFTA processing infrastructure were dealt a serious blow in February 2018 when DMV terminated a \$75M contract with a vendor doing the IT upgrades. That resulted in IRP and IFTA functionalities being dropped as a priority.

To address the IRP and IFTA issues created by the contract termination, the DMV Motor Carrier Division (MCD) has pursued options outside their organization. For IFTA, MCD has joined the IFTA Processing Consortium (IPC) under direction of the Kentucky Transportation Cabinet. By joining the consortium, operated by Explore Information Services (EIS), MCD is able to maintain compliance with IFTA procedures, the IFTA Clearing House, and data exchange protocols.

For PRISM related registration processes, MCD is in the process of securing funding (NHP FFY18 HP application) in order to secure the services of Explore Information Services, outside of any consortium, to provide IRP compliance services, much the same way as IPC is providing IFTA services. NHP and MCD are seeking funding to build the initial PRISM system for Nevada, and then have the state pay the annual maintenance costs.

NHP is currently funding the hosting and maintenance of the CVIEW program necessary for data transfers. This annual cost will continue to be included in the MCSAP budget, as well as travel for NHP and MDC staff to attend annual ITD/PRISM related conferences or training.

Program Activities: Describe any actions that will be taken to implement full participation in PRISM.

Activity 1

NHP coordination, grant applications and other activities necessary for MCD to secure funding and subsequent contract for vendor services in order for MDC to have a compliant PRISM system for Nevada.

Activity 2

MCSAP funding for CVIEW hosting and maintenance.

Activity 3

MCSAP funding for ITD/PRISM conference/training travel.

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.

NHP will monitor the progress of the DMV system modernization project and report on the status of the PRISM component each quarter.

NHP and DMV Motor Carrier staff will continue to hold twice monthly ITD/PRISM coordination meetings.

Part 2 Section 7 - Public Education and Outreach

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses.

Trend Analysis for 2013 - 2017

In the table below, provide the number of public education and outreach activities conducted in the past 5 years.

Public Education and Outreach Activities	2013	2014	2015	2016	2017
Carrier Safety Talks					2
CMV Safety Belt Education and Outreach	3	3	3	3	3
State Trucking Association Meetings	4	4	4	4	4
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events					
Teen Safety Events					

Narrative Overview for FY 2019

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.*

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 personnel that will be participating in this effort.

Activity 1 - CMV Safety Media Campaigns

Beginning in 1998 or so, NHP began implementing media campaigns focused around several different safety messages. These included Trucker Seat Belt Safety, Distracted Driving, Construction/Work Zone Safety, Badge On Board, and Safe Driving Around Large Passenger Buses. The campaigns were held at various times of the year, and involved all of the typical media, including outdoor billboards, radio spots, banner ads and gas pump-toppers, to name a few.

Meanwhile, during much of this same time, the Nevada Dept. of Public Safety (DPS), Office of Traffic Safety (OTS), in conjunction with the Nevada Dept of Transportation (NDOT), have conducted their traffic safety media campaigns, often around seat belts, distracted driving and work zones. Unfortunately, the NHP media and the OTS media were never considered for integration.

In 2018, DPS hired Kirvin Doak Communications (KDC) as the department's media vendor. Since then, they have been developing and implementing a one-at-a-time approach for the seven media safety campaigns needed for the Critical Emphasis Areas (CEA) that comprise the Strategic Highway Safety Plan (SHSP) for Nevada. These seven CEAs include:

- Occupant Protection
- Impaired Driving Prevention
- Lane Departure Prevention
- Intersection Safety
- Pedestrian Safety
- Motorcycle Safety
- Young Driver Safety

KDC, under OTS and NDOT oversight, has implemented a Pedestrian Safety campaign, and are in the process of rolling out Impaired Driving and Speed campaigns. As part of NHP's FFY17 High Priority grant award, KDC has implemented a Badge On Board media campaign in the Las Vegas area, and will be initiating one in Northern Nevada in the fall.

NHP is proposing in the FFY19 CVSP to engage KDC to develop and implement an integrated commercial vehicle safety message within the framework of the SHSP. Any MCSAP funds involved will be solely spent on the creative and production elements involving a CMV safety message component. OTS and NDOT will retain responsibility for the overall CEA message and campaign development.

The idea to integrate MCSAP funding with the SHSP and OTS has not been vetted in any degree other than one or two conversations between NHP and KDC. Further discussion and planning will be needed to clearly define the process and how best to proceed. For example, a CMV safety message could be included across all seven CEAs, or instead be focused on one or two CEAs. OTS and NDOT will also need to provide input on the concept as well.

- \$200,000 has been budgeted in the FFY19 CVSP for media safety campaigns.

Activity 2 - Carrier Safety Talks

NHP provides classes to interstate carriers by request on subjects such as Hours of Service (HOS), vehicle maintenance, driver fitness and fatigue, changes to regulations, and safe operating practices generally. NHP participates at meetings and conferences providing talks to groups on FMCSR's and industry safety.

Activity 3 - NTA Meetings

The Nevada Trucking Association (NTA) is a key stakeholder in Nevada's efforts to improve commercial vehicle safety. NHP cooperates with NTA in a variety of ways, including attending regular meetings open to NHP, coordinating on controversial issues, and feedback on regulatory practices.

Activity 4 - Local Safety Education Events

NHP participates in a variety of events in order to promote commercial vehicle safety. NHP Troops and civilians will continue to volunteer at local events in order to provide direct contact with the general public.

Activity 5 - Teen Safety Events

NHP Troops attend a number of school and community events geared toward the teen driver.

Projected Goals for FY 2019

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

			Performance Goals
Yes	No	Activity Type	FY 2019
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	36
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	3
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	2
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	4
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	3

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 SF-PPR reports.

Activity 1

This activity will be measured by whether a media campaign is integrated within the framework of the SHSP.

Activity 2

Each of the 3 NHP commands will provide at least one carrier safety talk each month, for a total of 36 safety talks statewide.

Activity 3

NHP will attend the NTA quarterly meetings, and other meetings as necessary. NHP will report on these meetings

quarterly.

Activity 4

NHP, in coordination with NTA, hosts the Nevada annual Truck Drivers Championship. In addition, NHP and CHP coordinate the national Truck Driver Appreciation Day.

Activity 5

NHP officers will attend local safety events as they are scheduled and as appropriate. NHP will report on these activities quarterly.

Activity 6

NHP will attend National Night Out in each command.

Part 2 Section 8 - State Safety Data Quality (SSDQ)

The FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	No

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2019.

SSDQ Category	Current SSDQ Rating	Goal for FY 2019
Crash Record Completeness	Good	Good
Fatal Crash Completeness	Good	Good
Crash Timeliness	Good	Good
Crash Accuracy	Good	Good
Crash Consistency	No Flag	No Flag
Inspection Record Completeness	Good	Good
Inspection VIN Accuracy	Good	Good
Inspection Timeliness	Good	Good
Inspection Accuracy	Good	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.

May 25, 2018

Narrative Overview for FY 2019

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.

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

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.

Part 2 Section 9 - New Entrant Safety Audits

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP ([49 CFR 350.201](#).) The Act allows a State to conduct intrastate New Entrant safety audits at the State's discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Note: The FAST Act also says that a State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

Yes	No	Question
<input type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2013 - 2017

In the table below, provide the number of New Entrant safety audits conducted in the past 5 years.

New Entrant Safety Audits	2013	2014	2015	2016	2017
Interstate	159	65	77	167	190
Intrastate	0	0	0	0	0
Total Audits	159	65	77	167	190

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2019

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency:

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

Program Objective: Statutory time limits for processing and completing interstate safety audits are:

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

Projected Goals for FY 2019

For the purpose of completing the table below:

- **Onsite safety audits** are conducted at the carrier's principal place of business.

- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

Projected Goals for FY 2019 - New Entrant Safety Audits		
	FY 2019	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	80	0
# of Safety Audits (Offsite)	120	0
# Group Audits	0	0
TOTAL Safety Audits	200	0
# of Non-Audit Resolutions	0	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

NHP Commercial Vehicle Safety Inspectors serve as New Entrant Safety Auditors. They audit the records of new interstate motor carriers to ensure they have effective safety management programs in place in order to comply with federal regulations designed to reduce the number and severity of crashes, injuries and fatalities involving commercial motor carriers.

NHP personnel assist new motor carriers with a review of FMCSA statutes, regulations and requirements for interstate operations, as well as State laws governing motor carrier operations in Nevada.

Under the FAST Act provisions, personnel assigned to New Entrant may also do MCSAP related activities, assuming all New Entrant activities are up to date. For FFY19, the 2 CVSIs assigned to the New Entrant program will spend 80% of their time on New Entrant activities, and 20% of their time on MCSAP, non-New Entrant activities, assuming New Entrant activities are current.

Activity Plan: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

1 - Safety Audits

NHP CVSIs assigned to the New Entrant program will conduct safety audits of interstate motor carriers assigned by FMCSA. Audits will be completed and uploaded in a timely manner based upon carrier entry date.

2 - Inspections

Each NHP New Entrant auditor will conduct a minimum of 32 Level I inspections in order to maintain certifications, including Hazmat, Cargo Tank and Motorcoach.

3 - MCSAP Eligible Activity

NHP CVSIs assigned as New Entrant staff may also be assigned MCSAP related activities, based on having an up-to-date status of the New Entrant program at the time.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.

1 - Safety Audits

The number of Safety Audits completed and uploaded by NHP personnel, and the percentage of Safety Audits conducted within the statutory timeframe.

2 - Inspections

The number of Level I and/or V inspections conducted by each New Entrant personnel.

3 - MCSAP

The number of inspections conducted as MCSAP eligible.

The MCSAP Office will be responsible for monitoring the New Entrant activities to ensure inspectors complete the necessary New Entrant activities prior to any MCSAP related activities.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary.

Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

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

Check this box if:

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal 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.

Narrative Overview for FY 2019

Enter your State's OOS Catch Rate percentage if below 85 percent: 75%

Project Goals for FY 2019: Enter a description of the State's performance goals.

The OOS goal for NHP is to achieve an 85% catch rate for OOS carriers.

FMCSA data (as of 8/17/18) for the period October 2017 - July 2018 shows Nevada had the following:

Inspections on All OOS Carriers	8
Inspections on All OOS Carriers Identified	6
Percentage of All OOS Identified	75%
Percentage of IH & Unsat/Unfit Carriers Identified	NA

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

Activity 1 - Training

The NHP Commercial Commander, in cooperation with the 3 commercial Lieutenants and 7 Sergeants will emphasize the need to check OOS status while in monthly staff meetings. The Training Coordinator will include a discussion of OOS, what it means, why its important, and how to check it during each NAS Part A and B class, Bulk Cargo, Hazmat and other training sessions.

Activity 2 - Directives

NHP may issue a directive to NHP sworn personnel certified to conduct Level 1, 2 or 3 inspections that they are required to confirm the operating status of each motor carrier stopped for inspection.

Directives are used by NHP to provide guidance to Troopers in the field for a number of categories, including management practices, personnel matters, operations and information technology. An official commercial Directive regarding OOS has been considered, but has not been adopted. In lieu of a Directive, all Troopers have been given a written policy stating that all carriers shall be identified through Query Central or CVIEW. If either are unavailable, Troopers are required to seek an NLIS inquiry through the DPS Communication Center.

Activity 3 - Supervision

Commercial Sergeants will review sworn personnel inspection reports, specifically to ensure documentation of OOS confirmation on the inspection report. The NHP MCSAP Office provides the monthly out of service report to each command LT, who in turn forwards the report to their regional commercial Sergeant. The Sergeant reviews the report and determines if any of the missed carriers occurred in that respective region. If one has occurred, the Sergeant is required to obtain justification from the inspector as to why the OOS was missed. NHP has implemented disciplinary procedures for inspectors who miss OOS carriers without sufficient justification.

Activity 4 - Document Non-Connectivity

Any sworn personnel that does not utilize Query Central, or call Dispatch for assistance is required to make a note on the inspection report the reason why confirmation of OOS status could not be obtained.

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 1 - Training

Include in NAS Parts A & B training conducted by NHP a presentation on OOS policies and procedures, as well as techniques and resources for identifying OOS carriers.

Activity 2 - Directives

Adoption of an OOS Confirmation Directive.

Activity 3 - Supervision

Monthly review with commercial Sergeants regarding the OOS catch rate.

Activity 4 - Connectivity

Document the number of times sworn personnel cannot access OOS information in the field over the internet.

Part 3 Section 2 - Passenger Carrier Enforcement

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

☐ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

Narrative Overview for FY 2019

Problem Statement Narrative: Describe the problem as identified by performance data and include the baseline data.

Nevada's tourist economy is supported by a large number of passenger carriers and vehicles (buses, motor coaches, passenger vans, etc) bound for and returning from Nevada's gaming resorts and other recreational destinations. Large employers in the Las Vegas and throughout the remote Nevada area also use passenger vehicles to provide commuter options for their employees, either directly by the company or through a contracted passenger carrier. NHP's challenge is reducing the number of passenger vehicle crashes by increasing inspections while having significant restrictions placed by FMCSA and federal legislation on where roadside passenger carrier inspections can occur. NHP commercial enforcement personnel target unsafe driving behaviors of both the passenger vehicle drivers themselves and passenger cars operating unsafely around them.

The number of passenger carrier crashes in Nevada, including both fatal and non-fatal, has fluctuated between a high of 37 in CY 2011 to a low of 6 in CY 2009. There were 31 fatal and non-fatal crashes in CY 2017.

- Nevada averaged 24 fatal and non-fatal passenger carrier crashes over the 4-year period from CY 2014 through 2017, and averaged less than 5 fatalities/year over that same time period.

Projected Goals for FY 2019: Enter performance goals.

Objective - Maintain the number of fatal and non-fatal passenger carrier crashes to less than 22 per year, as averaged over 4 years.

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

Activity 1 - Conduct Inspections

NHP will conduct Level I, II, III and/or V passenger vehicle inspections during FMCSA's Motor Coach Safety Week as directed by FMCSA. No goal has been set for the number of these inspections.

As a result of NHP Passenger Vehicle Inspections (PVI) Strike Force events and/or inspections conducted on empty vehicles at destinations or checksites, NHP will conduct at least 210 passenger vehicle inspections, as follows:

Level I	60 inspections
Level V	80 inspections
	140

Southern Command (Las Vegas) will conduct 40% of the inspections, or 23 Level I and 30 Level V.

Northern Command West (Reno) will conduct 35% of the inspections, or 20 Level I and 27 Level V.

Northern Command East (Elko) will conduct 25% of the inspections, or 17 Level I and 23 Level V.

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.

1 - Motor Coach Inspections

The number of Level I, II, III and V passenger vehicle inspections conducted by NHP.

The MCSAP Office will monitor the number of inspections and coordinate with the regions regarding these activities.

Part 3 Section 3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY2018 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2018 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2018 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2018 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

At times federal commercial motor carrier safety regulations and state commercial motor vehicle laws can be very confusing, even to some of the more informed. Commercial vehicle moving or equipment violations are often reduced or dismissed at the local level for this reason. By doing so, local judges and city attorney's may be allowing an unqualified driver to continue to drive behind the wheel of a CMV. NHP recognizes the need for general and/or specific CMV education and guidance with local jurisdictions, and attempts to provide this by visiting local constituencies on a regular basis, or contacting them by phone or email. NHP Troops trained as Judicial Outreach Program (JOP) Coordinators meet with judges, city attorneys, hearings officers and others, and provide direct assistance with CMV issues. In prior years, NHP JOP Coordinators make presentations at the National Judicial College's Commercial Driver's Licensing: Judicial Education Workshop in Reno. The workshop provides judges, hearings officers and others training on the federal requirements for adjudicating cases involving CDL holders, including what constitutes a commercial motor vehicle and study the Code of Federal Regulations.

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

Activity 1 - Internal Coordination and Training. The Training Coordinator will track regulatory and statutory changes, and provide updated information and materials to the JOP Coordinators. The Training Coordinator and JOP Coordinators will meet monthly to review issues and review program activities. Activity 2 - Outreach. JOP Coordinators will contact (emails, phone calls, on-site visits, etc) judges, hearings officers, local attorneys or other local officials involved in the adjudication of commercial motor vehicle or driver issues up to 3 times per month. Activity 3 - Judicial Workshop If invited, attend and participate in the National Judicial College Commercial Driver's License Judicial Education Workshop.

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

1. Training Coordinator conducted 7 JOP meetings to review regulations and outreach needs 2. JOP personnel had 187 contacts with local justice or county attorney personnel 3. NHP participated in the April 2017 workshop, as well as a September 2017 webinar hosted by the College.

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

Part 3 Section 4 - State Specific Objectives – Future

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2019. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Judicial Outreach Program (JOP)

Narrative Overview for FY 2019

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

At times federal commercial motor carrier safety regulations and state commercial motor vehicle laws can be very confusing, even to some of the more informed. Commercial vehicle moving or equipment violations are often reduced or dismissed at the local level for this reason. By doing so, local judges and city attorney's may be allowing an unqualified driver to continue to drive behind the wheel of a CMV. NHP recognizes the need for general and/or specific CMV education and guidance with local jurisdictions, and attempts to provide this by visiting local constituencies on a regular basis, or contacting them by phone or email. NHP Troops trained as Judicial Outreach Program (JOP) Coordinators meet with judges, city attorneys, hearings officers and others, and provide direct assistance with CMV issues. In prior years, NHP JOP Coordinators make presentations at the National Judicial College's Commercial Driver's Licensing: Judicial Education Workshop in Reno. The workshop provides judges, hearings officers and others training on the federal requirements for adjudicating cases involving CDL holders, including what constitutes a commercial motor vehicle and study the Code of Federal Regulations.

Projected Goals for FY 2019:

Enter performance goal.

1. Training Coordinator will conduct 4 JOP training events during the year. 2. JOPs will have 150 contacts throughout the state. 3. Attend the National Judicial College commercial vehicles workshop, if invited.

Program Activities: Describe the activities that will be implemented including level of effort.

Activity 1 - Internal Coordination and Training. The Training Coordinator will track regulatory and statutory changes, and provide updated information and materials to the JOP Coordinators. The Training Coordinator and JOP Coordinators will meet annually to review issues and review program activities. Activity 2 - Outreach. JOP Coordinators will contact (emails, phone calls, on-site visits, etc) judges, hearings officers, local attorneys or other local officials involved in the adjudication of commercial motor vehicle or driver issues up to 3 times per month. Activity 3 - Judicial Workshop If invited, attend and participate in the National Judicial College Commercial Driver's License Judicial Education Workshop.

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.

1 - Two (2) semi-annual JOP meetings and training involving the Commercial Commander, Commercial Training Coordinator and the three Judicial Outreach

Coordinators. 2 - Number of judicial contacts. 3 - When invited, attendance and participation in the annual Nevada Judicial College Commercial Driver's Licensing:Judicial Education Workshop.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

Instructions

The Spending Plan should include costs for FY 2019 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share is 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates an 85 percent Federal share and 15 percent State share automatically and populates these values in each line. Federal share is the product of Total Project Costs x .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$2,598,404.00	\$458,182.00	\$3,056,586.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$458,182.00
MOE Baseline:	\$2,203,048.95

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project.

Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$458,182.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
4721 GPA III	1	100.0000	\$66,967.00	\$66,967.00	\$66,967.00	\$0.00	\$0.00
4721 CVSI III/Training Coordinator	1	100.0000	\$69,718.00	\$69,718.00	\$69,718.00	\$0.00	\$0.00
4721 IT Tech VI	1	100.0000	\$60,314.00	\$60,314.00	\$60,314.00	\$0.00	\$0.00
4721 AA IV	1	100.0000	\$45,942.25	\$45,942.25	\$45,942.25	\$0.00	\$0.00
4721 Admin Assist II (PP01)	3	75.0000	\$44,955.00	\$101,148.75	\$101,148.75	\$0.00	\$0.00
4721 Admin Assist II (PP02)	1	100.0000	\$39,343.00	\$39,343.00	\$39,343.00	\$0.00	\$0.00
4721 CVSI II (PP01)	3	100.0000	\$63,337.00	\$190,011.00	\$190,011.00	\$0.00	\$0.00
4721 CVSI II (PP02)	1	100.0000	\$55,991.00	\$55,991.00	\$55,991.00	\$0.00	\$0.00
4721 DPS Officer II	3	100.0000	\$83,604.00	\$250,812.00	\$250,812.00	\$0.00	\$0.00
4713 DPS Officer II (Match/MOE)	1	100.0000	\$458,182.00	\$458,182.00	\$0.00	\$458,182.00	\$0.00
DPS Officer II (MOE)	1	0.0000	\$2,279,121.00	\$0.00	\$0.00	\$0.00	\$2,279,121.00
4721 Management Analyst II	1	100.0000	\$61,156.00	\$61,156.00	\$61,156.00	\$0.00	\$0.00
Subtotal: Salary				\$1,399,585.00	\$941,403.00	\$458,182.00	\$2,279,121.00
Overtime Project Costs							
MCSAP eligible activities	78	100.0000	\$2,687.00	\$209,586.00	\$209,586.00	\$0.00	\$0.00
Subtotal: Overtime				\$209,586.00	\$209,586.00	\$0.00	\$0.00
TOTAL: Personnel				\$1,609,171.00	\$1,150,989.00	\$458,182.00	\$2,279,121.00
Accounting Method:	Modified Accrual						

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.

The Nevada Executive Budget System (NEBS) established Budget Account 4721 as the accounting for FMCSA grants. BA 4721 includes only FMCSA grant funds, except that state highway funds are used for the 25% portion of the three Administrative Assistant II positions used for state activities (i.e. school buses)..

The 2019 CVSP proposes the following 15 MCSAP funded staff positions:

- 1 Grants & Projects Analyst II
- 4 Administrative Assistant II
- 1 Administrative Assistant IV
- 4 Commercial Vehicle Safety Inspector II
- 1 Commercial Vehicle Safety Inspector III
- 1 Information Technology Technician VI
- 3 DPS Officer II

BA 4713 is the primary state source of funding for NHP. BA 4713 funds are used to pay salary and benefits of 44 Officers, 7 Sergeants and 8 CVSI personnel certified to conduct commercial vehicle inspections. The MCSAP eligible activities of these personnel, in addition to a portion of their vehicles, fuel and equipment, are the source of Maintenance of Effort for the FFY19 CVSP.

The existing MCSAP structure includes a non-supervisory Grants & Projects Analyst II (GPA II) position. This position is responsible for all aspects of grants management, including preparing the application, completing quarterly reports, reimbursement requests and close-out. In addition, the MCSAP GPA II is responsible for all state budget management activities. As structured, the Nevada Legislature approves state authority (funding) for BA 4721, meaning state funds are expended first, and then reimbursed to BA 4721 by FMCSA. The GPA II is responsible for preparing the biennial budgets as well as ongoing work programs necessary to amend BA 4721 from time to time, especially to reconcile with approved federal grant budgets.

Many of the state fiscal duties conducted by the GPA II are actually outside the scope of duties of a GPA II. Furthermore, general internal controls usually provide that grant management functions and the related fiscal management functions should be separated.

NHP HQ senior management recommend, and the MCSAP staff concur, that a Management Analyst II position be created within BA 4721, and that the GPA II be upgraded to a supervisory GPA III. The GPA III will then be able to supervise the MA II, or the AA IV.

The MA position will be responsible for the state accounting processes necessary for management of BA 4721. An additional \$61,156 has been added to the budget for this position.

The GPA III position will be responsible supervision, as well as all grants management functions. An additional 10 percent (\$5,811) has been added to the GPA II cost, for a total salary cost of \$66,967, and the title has been changed to GPA III.

The amount of Overtime budgeted was reduced from \$218,400 to \$209,586.

The rest of this should not be highlighted, its just that I can't un-highlight it.

The state match share is provided from BA 4713 salary expenses for the NHP Officer II engaged in MCSAP eligible commercial enforcement and safety activities.

Overtime

MCSAP funded overtime is accrued by both BA 4713 and BA 4721 personnel on MCSAP related activities. BA 4721 personnel accrue overtime directly, while BA 4713 overtime expenses are transferred between accounts by way of a journal voucher. All OT transferred between accounts is documented by date, event type, number of inspections conducted, if applicable, and the overtime salary cost for for each participant (benefits are not reimbursed). The supervising Lieutenant, the Commercial Commander and the Grants & Projects Analyst must approve any transfer of OT between accounts.

Overtime is accrued on Strike Force events, special enforcement events (i.e. 72 hour checksite), Badge On Board events and other MCSAP eligible enforcement, inspection or public outreach related activities. The budget for Overtime is \$202,800.

Part 4 Section 3 - Fringe Benefits

*Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).*

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided through grants.gov. For more information on this item see [2 CFR §200.431](#).

Show how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS Statewide 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 cost of fringe benefits are allowable if:

- *Costs are provided under established written policies.*
- *Costs are equitably allocated to all related activities, including Federal awards.*
- *Accounting basis (cash or accrual) selected for each type of leave is consistently followed by the non-Federal entity or specified grouping of employees.*

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

- *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 Part 4.2.*
- *The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.*
- *Health Insurance and Pensions can vary greatly and can be averaged; and like Workers' Compensation, can sometimes be broken into sworn and unsworn.*

In the Position column include a brief position description that is associated with the fringe benefits.

*The **Fringe Benefit Rate** is:*

- *The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.*
- *For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.*

*The **Base Amount** is:*

- *The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.*
- *For example, if the total wages for all grant-funded staff is \$150,000 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8 \times 50\% / 100 = \$48,600$ Total Project Costs.*

Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
GPA III	100.0000	100.0000	\$32,716.00	\$32,716.00	\$32,716.00	\$0.00	\$0.00
4721 CVSI III/Training Coor	100.0000	100.0000	\$23,078.00	\$23,078.00	\$23,078.00	\$0.00	\$0.00
4721 CVSI II (PPO1)	100.0000	100.0000	\$56,160.00	\$56,160.00	\$56,160.00	\$0.00	\$0.00
4721 CVSI II (PPO2)	100.0000	100.0000	\$43,848.00	\$43,848.00	\$43,848.00	\$0.00	\$0.00
4721 DPS Officer II	100.0000	100.0000	\$77,019.00	\$77,019.00	\$77,019.00	\$0.00	\$0.00
4721 AA IV	100.0000	100.0000	\$18,674.00	\$18,674.00	\$18,674.00	\$0.00	\$0.00
4721 AA II (PPO1)	100.0000	75.0000	\$38,888.00	\$29,166.00	\$29,166.00	\$0.00	\$0.00
4721 AA II (PPO2)	100.0000	100.0000	\$38,866.00	\$38,866.00	\$38,866.00	\$0.00	\$0.00
4721 IT Tech VI	100.0000	100.0000	\$21,359.00	\$21,359.00	\$21,359.00	\$0.00	\$0.00
4721 Mgt. Analyst II	100.0000	100.0000	\$29,741.00	\$29,741.00	\$29,741.00	\$0.00	\$0.00
TOTAL: Fringe Benefits				\$370,627.00	\$370,627.00	\$0.00	\$0.00

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.

See the attached FFY19 State of Nevada Benefit Rates memo for a description of how benefit rates are applied.

A Management Analyst II position has been added, and the GPA II position has been upgraded to a GPA III. The benefit costs have been adjusted accordingly.

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, lodging, meals, transportation, registration, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
OOS Conf - CVSA Fall	5	5	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
OOS Conf - CVSA Spring	5	5	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
OOS Training - DIAP	2	3	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
OOS Training - SafetyNet	3	5	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
OOS Conf - FMCSA Planning Meeting	3	3	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
IS - Routine Enforcement, Inspections, Meetings	75	1	100.0000	\$110,000.00	\$110,000.00	\$0.00	\$0.00
IS/OOS Training - Off-Site Compliance Reviews	2	2	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
OOS Conf - NAIC	2	4	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
IS Training - NAS, Cargo, HM, etc	40	5	100.0000	\$59,000.00	\$59,000.00	\$0.00	\$0.00
OOS Training - Investigative Safety Analysis/Safety Audits	2	10	100.0000	\$8,000.00	\$8,000.00	\$0.00	\$0.00
OOS Training - COHMED	3	5	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
OOS Training - NAS, Cargo, E-logs, etc	4	5	100.0000	\$8,000.00	\$8,000.00	\$0.00	\$0.00
IS/OOS Conf Registration Fees	15	1	100.0000	\$8,250.00	\$8,250.00	\$0.00	\$0.00
OOS Conf - ITD	5	3	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
TOTAL: Travel				\$253,250.00	\$253,250.00	\$0.00	\$0.00

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.

Training

*In-State (IS) training supports Officer/Sergeant/CVSI attendance at **NAS, Hazmat, Cargo Tank, OBP, Passenger Carrier and other CMV related** training classes conducted in Nevada.*

*Out-of-State (OOS) training supports Officer/Sergeant/CVSI/Civilian travel to attend NAS classes OOS only when absolutely necessary based on need, but primarily for specialized training only available OOS for areas such as **Enhanced Investigative Technique, Drug Interdiction Assistance Program (DIAP), COHMED, Post-crash Inspections, SAFETYNET** or other CMV related training.*

- **\$78,000** is budgeted for **In-State and Out-of-State training** expenses, including per diem, lodging and transportation.

Routine Travel

*In-State routine travel supports Officer/Sergeant/CVSI/Civilian travel to conduct **CMV enforcement, CMV***

inspections, Strike Force events, attendance at MCSAP or industry meetings, public outreach events, JOP activities and/or other in-state CMV related events not involving training.

Out-of-State routine travel includes events such as the **CHP Industry Training Day, the North American Inspector Challenge, special FMCSA events such as the 2017 Roadshow**, and other CMV related events.

- **\$114,000** is budgeted for **in-state routine travel** expenses, including per diem, lodging and transportation, as well as unplanned OOS travel for FMCSA events.

Conferences

OOS and IS conference travel supports Officer/Sergeant/CVSI/Civilian travel to the **Commercial Vehicle Safety Alliance (CVSA) spring and fall meetings, the FMCSA annual MCSAP planning meeting, the ITD/PRISM conference (if held separately)**, and other CMV related conferences not identified yet but approved by FMCSA.

- **\$30,000** is budgeted for **conference travel** expenses, including per diem, lodging and transportation.
- **\$8,250** is budgeted for **conference registration fees**, assuming 15 attendees at \$550/person.

Part 4 Section 5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the threshold amount. See [§200.12](#) Capital assets, [§200.20](#) Computing devices, [§200.48](#) General purpose equipment, [§200.58](#) Information technology systems, [§200.89](#) Special purpose equipment, and [§200.94](#) Supplies.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost ([2 CFR §200.436](#) and [2 CFR §200.439](#)). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
DPS Vehicles	1	\$813,618.00	0	\$0.00	\$0.00	\$0.00	\$813,618.00
TOTAL: Equipment				\$0.00	\$0.00	\$0.00	\$813,618.00
Equipment threshold is greater than \$5,000.							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.

The Maintenance of Effort (MOE) budget amount is based on the average base cost of NHP patrol vehicles used in MCSAP eligible activities (currently \$29,600), the average maintenance cost of those vehicles used in MCSAP eligible activities (\$128/mo for oil changes, tires, etc), the average fuel costs of those vehicles used in MCSAP eligible activities (\$2.82/gal for the month of August 2018 x estimated 2,160 miles/mo x 14 mpg, x number of vehicles), and the average cost of equipment added to patrol vehicles used in MCSAP eligible activities (\$6,500/vehicle).

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in [§200.33](#) Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also [§200.20](#) Computing devices and [§200.33](#) Equipment.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Duo Gatekeeper	1 20 tokens	\$410.00	100.0000	\$410.00	\$410.00	\$0.00	\$0.00
General Office Supplies	1	\$39,753.00	100.0000	\$39,753.00	\$39,753.00	\$0.00	\$0.00
General Office Furnishings	1	\$5,000.00	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
Reference Books/Materials	1	\$9,388.00	100.0000	\$9,388.00	\$9,388.00	\$0.00	\$0.00
Printers	64 per unit	\$100.00	100.0000	\$6,400.00	\$6,400.00	\$0.00	\$0.00
Desktop w/ monitor	4 per unit	\$1,205.00	100.0000	\$4,820.00	\$4,820.00	\$0.00	\$0.00
Laptops - Dell Latitude	7 per unit	\$1,800.00	100.0000	\$12,600.00	\$12,600.00	\$0.00	\$0.00
Tablets w/ Keyboards	18 per unit	\$3,575.00	100.0000	\$64,350.00	\$64,350.00	\$0.00	\$0.00
Modem w/ Antenna (for tablets)	18 per unit	\$1,260.00	100.0000	\$22,680.00	\$22,680.00	\$0.00	\$0.00
Hand-held Radio	1 per unit	\$4,001.00	100.0000	\$4,001.00	\$4,001.00	\$0.00	\$0.00
Laptop Software - Windows	7 per unit	\$200.00	100.0000	\$1,400.00	\$1,400.00	\$0.00	\$0.00
Laptop Software - Office	7 per unit	\$300.00	100.0000	\$2,100.00	\$2,100.00	\$0.00	\$0.00
Tablet Stands	18 per unit	\$1,045.00	100.0000	\$18,810.00	\$18,810.00	\$0.00	\$0.00
Tablet Software - Pro Premium	18 per unit	\$225.00	100.0000	\$4,050.00	\$4,050.00	\$0.00	\$0.00
Tablet Software - Device Mgr	18 per unit	\$75.00	100.0000	\$1,350.00	\$1,350.00	\$0.00	\$0.00
Tablet Software - Windows	18 per unit	\$200.00	100.0000	\$3,600.00	\$3,600.00	\$0.00	\$0.00
Tablet Software - Office	18 per unit	\$300.00	100.0000	\$5,400.00	\$5,400.00	\$0.00	\$0.00
Tablet Software - NetMotion	18 per unit	\$205.00	100.0000	\$3,690.00	\$3,690.00	\$0.00	\$0.00
Tablet Software - Mobility Premium	18 per unit	\$140.00	100.0000	\$2,520.00	\$2,520.00	\$0.00	\$0.00
Tablet - Diagnostics	18 per unit	\$115.00	100.0000	\$2,070.00	\$2,070.00	\$0.00	\$0.00
Desktop Software - Windows	4 per unit	\$200.00	100.0000	\$800.00	\$800.00	\$0.00	\$0.00
Desktop Software - Office	4 per unit	\$300.00	100.0000	\$1,200.00	\$1,200.00	\$0.00	\$0.00
Desktop Software - Adobe	4 per unit	\$325.00	100.0000	\$1,300.00	\$1,300.00	\$0.00	\$0.00
TOTAL: Supplies				\$217,692.00	\$217,692.00	\$0.00	\$0.00

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.

Software

Laptops, tablets and desktop computers each need an operating system (Windows) and MS Office. In addition, desktops need Adobe. Other software/licensing/maintenance includes NetMotion, Mobility Premium, Pro Premium, Device Manager and Diagnostics for the tablets. Budget estimates are based on quotes from a vendor.

General Office Supplies

Office supplies include but are not limited to ink cartridges, toner, paper, flashlights, inspection hand tools, batteries,

cameras, binders, flash drives, cleaners, etc. The budget is based on previous years expenditures of approximately \$42,000.

Reference Books and Materials

Reference books and materials include Out of Service Criteria manuals, FMCSR manuals, HOS manuals, Hazmat manuals, etc. The budget is based on previous years expenditures of approximately \$9,000.

Printers

Printers are provided to personnel certified to conduct CMV inspections. The printers are approximately \$100 each, and have a useful life of about one year to due being used in the field. The budget is based on acquisition of 64 printers and are 100% for MCSAP use.

Laptop Computers

7 laptop computers are budgeted as part of a 2-year replacement cycle. Estimate is based on quote by vendor.

Tablet Computers and Keyboards

18 tablets, keyboards and protection plan are budgeted. Estimate is based on quote by vendor. These 18 tablets are replacement tablets for the 18 tablets first purchased under the FFY16 CVSP budget, with the tablets having a 3 year useful life.

Tablet Modems and Antenna

18 modems and antenna necessary for tablet connectivity are budgeted. Estimate is based on quote by vendor.

Desktop Computers

4 desktop computers and 22 inch monitors are budgeted as part of a 5-year replacement cycle. Estimate is based on quote by vendor.

DPS Handheld Radios

With the addition of 3 DPS Officer II positions within the MCSAP budget account, radios for these 3 will now be purchased by MCSAP. Units have a useful life of approximately 5 years. Only 1 replacement radio is budgeted for FFY19. Estimate is provided by NHP staff.

Part 4 Section 7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is 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 ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

Subaward – A subaward is 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. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Iteris, Inc.	DUNS 48765937	Contract	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$0.00
Description of Services: INSPECT software configuration and deployment							
Iteris, Inc	DUNS 48765937	Contract	100.0000	\$29,500.00	\$29,500.00	\$0.00	\$0.00
Description of Services: INSPECT Software Year One Maintenance and Hosting							
Kirvin Doak Communications	DUNS	Contract	100.0000	\$185,003.00	\$185,003.00	\$0.00	\$0.00
Description of Services: Media services							
United Site Services	DUNS 829115612	Contract	100.0000	\$4,750.00	\$4,750.00	\$0.00	\$0.00
Description of Services: Portapotties							
A-Company	DUNS 69995483	Contract	100.0000	\$2,750.00	\$2,750.00	\$0.00	\$0.00
Description of Services: Portapotties							
Terry's Pumpin' & Potties	DUNS 166355925	Contract	100.0000	\$4,750.00	\$4,750.00	\$0.00	\$0.00
Description of Services: Portapotties							
Toyota Leasing	DUNS	Contract	100.0000	\$23,853.00	\$23,853.00	\$0.00	\$0.00
Description of Services: Vehicle Leases							
Ricoh	DUNS 43964519	Contract	100.0000	\$11,000.00	\$11,000.00	\$0.00	\$0.00
Description of Services:							
Ample Self Storage	DUNS	Contract	100.0000	\$1,325.00	\$1,325.00	\$0.00	\$0.00
Description of Services: Self storage unit - Reno							
Evans Management Co.	DUNS	Contract	100.0000	\$40,596.00	\$40,596.00	\$0.00	\$0.00
Description of Services: Office lease - Carson City							
Rennell Barney	DUNS	Contract	100.0000	\$19,250.00	\$19,250.00	\$0.00	\$0.00
Description of Services: Office lease							
ALSCO	DUNS 35331933	Contract	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
Description of Services: Cleaning and uniform services							
Vogue, Inc	DUNS 34923656	Contract	100.0000	\$1,600.00	\$1,600.00	\$0.00	\$0.00
Description of Services: Cleaning and uniform services							
Iteris, Inc	DUNS 48765937	Contract	100.0000	\$46,500.00	\$46,500.00	\$0.00	\$0.00
Description of Services: NVCVIEW O&M							
Nevada Highway Patrol 4713	DUNS 41241428	Contract	100.0000	\$19,800.00	\$19,800.00	\$0.00	\$0.00
Description of Services: Vehicle leases							
TOTAL: Contractual and Subaward				\$410,677.00	\$410,677.00	\$0.00	\$0.00

Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.

- Kirvin Doak Communications: Vendor will provide CMV safety campaigns targeting both CMVs and passenger cars. This line item was reduced from \$219,359 to \$185,003 in order to facilitate inclusion of new Management Analyst II position in the MCSAP unit. This reduction will not negatively impact the media element.
- United Site Services: Vendor will provide porta-potties at CMV checksite locations used by NHP.
- A-Company: Vendor will provide porta-potties at CMV checksite locations used by NHP.
- Terry's Pumpin' & Potties: Vendor will provide porta-potties at CMV checksite locations used by NHP.
- Toyota Leasing: Vendor will provide leased passenger vehicles used by MCSAP staff in the course of their work.
- Ricoh: Vendor will provide office machines in each of the three regions and the MCSAP office to be used for MCSAP related copying, faxing, scanning.
- Ample Self Storage: Vendor will provide a single self storage unit for the Reno MCSAP office due to limited storage space at their offices.
- Rennell Barney: Vendor will provide MCSAP office space in Ely.
- Evans Management Company: Vendor will provide MCSAP office space in Carson City.
- ALSCO: Vendor will provide uniform services for MCSAP personnel that conduct inspections.
- Vogue: Vendor will provide uniform services for MCSAP personnel that conduct inspections.
- Iteris: Vendor will provide professional services required for the Operation & Maintenance of Nevada's CVIEW program.
- Iteris: Vendor will provide professional services in support of acquisition, configuration and deployment of the INSPECT software inspection program. In addition, vendor will provide 1 year hosting and maintenance. On July 3, 2018, FMCSA notified NHP that NHP was approved to proceed to step 5 of the 3rd Part Authorization process as spelled out in the MCSAP Comprehensive Policy. NHP has continued to coordinate with FMCSA, but is waiting until January 2019 or so before seeking certification from FMCSA for the ability to use INSPECT.
- NHP Fleet: Now that MCSAP Budget Account 4721 includes 3 NHP Troopers as part of its staff, NHP HQ is charging a lease of \$550/mo for 3 police units used by the MCSAP Troopers. The first of 3 quarterly billings going back to the beginning of SFY 19 were just generated in May, 2019 by NHP fiscal.

Part 4 Section 8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

Operations and Maintenance—If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

- **Cost Basis** — is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.
- **Approved Rate** — is the rate in the approved Indirect Cost Rate Agreement.
- **Eligible Indirect Expenses** — means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.
- **Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Scale Calibration and Repair	1	\$5,000.00	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
State Printing Office	1	\$2,000.00	100.0000	\$2,000.00	\$2,000.00	\$0.00	\$0.00
Non-State Meeting/Training Rooms	4	\$500.00	100.0000	\$2,000.00	\$2,000.00	\$0.00	\$0.00
SWCAP Section II	1	\$37,430.00	100.0000	\$37,430.00	\$37,430.00	\$0.00	\$0.00
Intra-agency IDC	1	\$41,029.00	100.0000	\$41,029.00	\$41,029.00	\$0.00	\$0.00
CVSA Decals	7000	\$0.28	100.0000	\$1,960.00	\$1,960.00	\$0.00	\$0.00
Vehicles - Maintenance, Repairs	5	\$200.00	100.0000	\$1,000.00	\$1,000.00	\$0.00	\$0.00
Fuel - Gas, Diesel, Propane	1	\$11,000.00	100.0000	\$11,000.00	\$11,000.00	\$0.00	\$0.00
Communications - Cell, landlines, email, postage, etc	1	\$80,000.00	100.0000	\$80,000.00	\$80,000.00	\$0.00	\$0.00
DPS Officer Uniform Allowance	3	\$650.00	100.0000	\$1,950.00	\$1,950.00	\$0.00	\$0.00
RV Rental for enforcement events	3	\$500.00	100.0000	\$1,500.00	\$1,500.00	\$0.00	\$0.00
CVSA Membership Dues	1	\$10,300.00	100.0000	\$10,300.00	\$10,300.00	\$0.00	\$0.00
TOTAL: Other Costs				\$195,169.00	\$195,169.00	\$0.00	\$0.00

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.

CVSA Member Dues

Membership in the Commercial Vehicle Safety Alliance is now \$10,300 for state members.

CVSA Decals

CVSA decals are used to indicate a commercial vehicle has been inspected. NHP budgets for 7,000 decals.

CVSA Conference Registrations

CVSA conferences are attended to learn and share ideas regarding commercial enforcement. Registration at these events is \$550 per person.

Recreational Vehicle Rental

RVs are used during extended checksite inspection operations such as 72 Hour Roadcheck. It serves as a temporary mobile command/office for supervisors and as a place out of the elements for the inspectors. Budget is based on 2-3 events where the RV could be used.

Vehicle Maintenance and Repairs

Vehicle maintenance is primarily car washes and windshield repair, as most regular maintenance is provided under the lease terms. \$200 per vehicle has been budgeted. This line item only applies to the five 100% MCSAP leased vehicles.

Fuel

This item includes gas, diesel and propane used for roving inspections, New Entrant on-site safety visits, IT support statewide and any RV rentals. This line item only applies to the 3 DPS Officers 100% MCSAP funded and the six 100% MCSAP vehicles used by MCSAP staff. NHP has estimated that on average a CVSI will drive 12,700 miles/year, with an estimated 15 miles/gallon, at an average cost of \$2.28/gallon, or approximately \$2,000/year.

Communications

Communications include MCSAP office phone service (AT&T, Frontier), cell phone service and air cards (Verizon), Nevada Enterprise Information Technology Services (EITS) services (phone lines, long distance, voice mail, e-mail, etc), and postage for mailings. The budget supports 12 cell phones at approximately \$40/month, 101 air cards at approximately \$40/month for laptop connectivity (65 commercial and 36 for traffic Troops certified to conduct CMV inspections) and 24 tablet devices connectivity at approximately \$40/month. All communication expenses are used 100% for MCSAP eligible activities only.

DPS Officer Uniform Allowance

With the addition of 3 DPS Officer II positions to the 4721 budget account, some costs associated with their service will now be borne by MCSAP, rather than NHP. One such cost is a uniform allowance of \$600/year.

SWCAP II and Intra-Agency Costs

Due to the nature of how these indirect assessments are developed, these costs are included as Other Direct Costs. The estimate for FFY19 is based on the SFY 19 budget approved by the Nevada Legislature. Once a Cost Allocation Plan is submitted by NHP and approved by FMCSA, these budgeted amounts will be updated.

State Printing Office

For business cards and report forms used in MCSAP eligible activities.

Scale Calibration and Repair

Scale calibration and certifications for each scale used for CMV weight measurements must be certified every two years. The budget is based on certification of 10 scales and repair of two.

Non-State Meeting/Training Rooms

Meeting rooms may be necessary for large groups such as for the Nevada Commercial Commanders meeting held throughout the state, or for off-site training purposes.

Part 4 Section 9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$2,598,404.00	\$458,182.00	\$3,056,586.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$458,182.00
MOE Baseline:	\$2,203,048.95

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
4721 GPA III	\$66,967.00	\$0.00	\$66,967.00	\$0.00
4721 CVSI III/Training Coordinator	\$69,718.00	\$0.00	\$69,718.00	\$0.00
4721 IT Tech VI	\$60,314.00	\$0.00	\$60,314.00	\$0.00
4721 AA IV	\$45,942.25	\$0.00	\$45,942.25	\$0.00
4721 Admin Assist II (PP01)	\$101,148.75	\$0.00	\$101,148.75	\$0.00
4721 Admin Assist II (PP02)	\$39,343.00	\$0.00	\$39,343.00	\$0.00
4721 CVSI II (PP01)	\$190,011.00	\$0.00	\$190,011.00	\$0.00
4721 CVSI II (PP02)	\$55,991.00	\$0.00	\$55,991.00	\$0.00
4721 DPS Officer II	\$250,812.00	\$0.00	\$250,812.00	\$0.00
4713 DPS Officer II (Match/MOE)	\$0.00	\$458,182.00	\$458,182.00	\$0.00
DPS Officer II (MOE)	\$0.00	\$0.00	\$0.00	\$2,279,121.00
4721 Management Analyst II	\$61,156.00	\$0.00	\$61,156.00	\$0.00
Salary Subtotal	\$941,403.00	\$458,182.00	\$1,399,585.00	\$2,279,121.00
MCSAP eligible activities	\$209,586.00	\$0.00	\$209,586.00	\$0.00
Overtime subtotal	\$209,586.00	\$0.00	\$209,586.00	\$0.00
Personnel total	\$1,150,989.00	\$458,182.00	\$1,609,171.00	\$2,279,121.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
GPA III	\$32,716.00	\$0.00	\$32,716.00	\$0.00
4721 CVSI III/Training Coor	\$23,078.00	\$0.00	\$23,078.00	\$0.00
4721 CVSI II (PPO1)	\$56,160.00	\$0.00	\$56,160.00	\$0.00
4721 CVSI II (PPO2)	\$43,848.00	\$0.00	\$43,848.00	\$0.00
4721 DPS Officer II	\$77,019.00	\$0.00	\$77,019.00	\$0.00
4721 AA IV	\$18,674.00	\$0.00	\$18,674.00	\$0.00
4721 AA II (PPO1)	\$29,166.00	\$0.00	\$29,166.00	\$0.00
4721 AA II (PPO2)	\$38,866.00	\$0.00	\$38,866.00	\$0.00
4721 IT Tech VI	\$21,359.00	\$0.00	\$21,359.00	\$0.00
4721 Mgt. Analyst II	\$29,741.00	\$0.00	\$29,741.00	\$0.00
Fringe Benefits total	\$370,627.00	\$0.00	\$370,627.00	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
OOS Conf - CVSA Fall	\$10,000.00	\$0.00	\$10,000.00	\$0.00
OOS Conf - CVSA Spring	\$10,000.00	\$0.00	\$10,000.00	\$0.00
OOS Training - DIAP	\$4,000.00	\$0.00	\$4,000.00	\$0.00
OOS Training - SafetyNet	\$6,000.00	\$0.00	\$6,000.00	\$0.00
OOS Conf - FMCSA Planning Meeting	\$6,000.00	\$0.00	\$6,000.00	\$0.00
IS - Routine Enforcement, Inspections, Meetings	\$110,000.00	\$0.00	\$110,000.00	\$0.00
IS/OOS Training - Off-Site Compliance Reviews	\$4,000.00	\$0.00	\$4,000.00	\$0.00
OOS Conf - NAIC	\$4,000.00	\$0.00	\$4,000.00	\$0.00
IS Training - NAS, Cargo, HM, etc	\$59,000.00	\$0.00	\$59,000.00	\$0.00
OOS Training - Investigative Safety Analysis/Safety Audits	\$8,000.00	\$0.00	\$8,000.00	\$0.00
OOS Training - COHMED	\$6,000.00	\$0.00	\$6,000.00	\$0.00
OOS Training - NAS, Cargo, E-logs, etc	\$8,000.00	\$0.00	\$8,000.00	\$0.00
IS/OOS Conf Registration Fees	\$8,250.00	\$0.00	\$8,250.00	\$0.00
OOS Conf - ITD	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Travel total	\$253,250.00	\$0.00	\$253,250.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
DPS Vehicles	\$0.00	\$0.00	\$0.00	\$813,618.00
Equipment total	\$0.00	\$0.00	\$0.00	\$813,618.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Duo Gatekeeper	\$410.00	\$0.00	\$410.00	\$0.00
General Office Supplies	\$39,753.00	\$0.00	\$39,753.00	\$0.00
General Office Furnishings	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Reference Books/Materials	\$9,388.00	\$0.00	\$9,388.00	\$0.00
Printers	\$6,400.00	\$0.00	\$6,400.00	\$0.00
Desktop w/ monitor	\$4,820.00	\$0.00	\$4,820.00	\$0.00
Laptops - Dell Latitude	\$12,600.00	\$0.00	\$12,600.00	\$0.00
Tablets w/ Keyboards	\$64,350.00	\$0.00	\$64,350.00	\$0.00
Modem w/ Antenna (for tablets)	\$22,680.00	\$0.00	\$22,680.00	\$0.00
Hand-held Radio	\$4,001.00	\$0.00	\$4,001.00	\$0.00
Laptop Software - Windows	\$1,400.00	\$0.00	\$1,400.00	\$0.00
Laptop Software - Office	\$2,100.00	\$0.00	\$2,100.00	\$0.00
Tablet Stands	\$18,810.00	\$0.00	\$18,810.00	\$0.00
Tablet Software - Pro Premium	\$4,050.00	\$0.00	\$4,050.00	\$0.00
Tablet Software - Device Mgr	\$1,350.00	\$0.00	\$1,350.00	\$0.00
Tablet Software - Windows	\$3,600.00	\$0.00	\$3,600.00	\$0.00
Tablet Software - Office	\$5,400.00	\$0.00	\$5,400.00	\$0.00
Tablet Software - NetMotion	\$3,690.00	\$0.00	\$3,690.00	\$0.00
Tablet Software - Mobility Premium	\$2,520.00	\$0.00	\$2,520.00	\$0.00
Tablet - Diagnostics	\$2,070.00	\$0.00	\$2,070.00	\$0.00
Desktop Software - Windows	\$800.00	\$0.00	\$800.00	\$0.00
Desktop Software - Office	\$1,200.00	\$0.00	\$1,200.00	\$0.00
Desktop Software - Adobe	\$1,300.00	\$0.00	\$1,300.00	\$0.00
Supplies total	\$217,692.00	\$0.00	\$217,692.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Iteris, Inc.	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Iteris, Inc	\$29,500.00	\$0.00	\$29,500.00	\$0.00
Kirvin Doak Communications	\$185,003.00	\$0.00	\$185,003.00	\$0.00
United Site Services	\$4,750.00	\$0.00	\$4,750.00	\$0.00
A-Company	\$2,750.00	\$0.00	\$2,750.00	\$0.00
Terry's Pumpin' & Potties	\$4,750.00	\$0.00	\$4,750.00	\$0.00
Toyota Leasing	\$23,853.00	\$0.00	\$23,853.00	\$0.00
Ricoh	\$11,000.00	\$0.00	\$11,000.00	\$0.00
Ample Self Storage	\$1,325.00	\$0.00	\$1,325.00	\$0.00
Evans Management Co.	\$40,596.00	\$0.00	\$40,596.00	\$0.00
Rennell Barney	\$19,250.00	\$0.00	\$19,250.00	\$0.00
ALSCO	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Vogue, Inc	\$1,600.00	\$0.00	\$1,600.00	\$0.00
Iteris, Inc	\$46,500.00	\$0.00	\$46,500.00	\$0.00
Nevada Highway Patrol 4713	\$19,800.00	\$0.00	\$19,800.00	\$0.00
Contractual and Subaward total	\$410,677.00	\$0.00	\$410,677.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Scale Calibration and Repair	\$5,000.00	\$0.00	\$5,000.00	\$0.00
State Printing Office	\$2,000.00	\$0.00	\$2,000.00	\$0.00
Non-State Meeting/Training Rooms	\$2,000.00	\$0.00	\$2,000.00	\$0.00
SWCAP Section II	\$37,430.00	\$0.00	\$37,430.00	\$0.00
Intra-agency IDC	\$41,029.00	\$0.00	\$41,029.00	\$0.00
CVSA Decals	\$1,960.00	\$0.00	\$1,960.00	\$0.00
Vehicles - Maintenance, Repairs	\$1,000.00	\$0.00	\$1,000.00	\$0.00
Fuel - Gas, Diesel, Propane	\$11,000.00	\$0.00	\$11,000.00	\$0.00
Communications - Cell, landlines, email, postage, etc	\$80,000.00	\$0.00	\$80,000.00	\$0.00
DPS Officer Uniform Allowance	\$1,950.00	\$0.00	\$1,950.00	\$0.00
RV Rental for enforcement events	\$1,500.00	\$0.00	\$1,500.00	\$0.00
CVSA Membership Dues	\$10,300.00	\$0.00	\$10,300.00	\$0.00
Other Costs total	\$195,169.00	\$0.00	\$195,169.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$2,598,404.00	\$458,182.00	\$3,056,586.00	\$3,092,739.00
Total Costs Budgeted	\$2,598,404.00	\$458,182.00	\$3,056,586.00	\$3,092,739.00

Part 4 Section 10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **"Overtime subtotal"** line.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$2,598,404.00	\$458,182.00	\$3,056,586.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$458,182.00
MOE Baseline:	\$2,203,048.95

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$941,403.00	\$458,182.00	\$1,399,585.00	\$2,279,121.00
Overtime Subtotal	\$209,586.00	\$0.00	\$209,586.00	\$0.00
Personnel Total	\$1,150,989.00	\$458,182.00	\$1,609,171.00	\$2,279,121.00
Fringe Benefits Total	\$370,627.00	\$0.00	\$370,627.00	\$0.00
Travel Total	\$253,250.00	\$0.00	\$253,250.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$813,618.00
Supplies Total	\$217,692.00	\$0.00	\$217,692.00	\$0.00
Contractual and Subaward Total	\$410,677.00	\$0.00	\$410,677.00	\$0.00
Other Costs Total	\$195,169.00	\$0.00	\$195,169.00	\$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$2,598,404.00	\$458,182.00	\$3,056,586.00	\$3,092,739.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$2,598,404.00	\$458,182.00	\$3,056,586.00	\$3,092,739.00

Part 5 - Certifications and Documents

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

Part 5 Section 1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? James Wright
2. What is this person's title? Director, Nevada Dept. of Public Safety
3. Who is your Governor's highway safety representative? Amy Davey
4. What is this person's title? Office of Traffic Safety Division Administrator

The State affirmatively accepts the State certification declaration written below by selecting 'yes'.

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

State Certification declaration:

I, James Wright, Director, Nevada Dept. of Public Safety, on behalf of the State of NEVADA, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Roy Baughman
2. What is the title of your certifying State official? Commercial Commander
3. What are the phone # and email address of your State official? 775-687-8346 rbaughman@dps.state.nv.us

The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

I, Roy Baughman, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

☒ Yes ☐ No

In the table below, please provide the bill number and effective date of any new legislation. Include the code section which was changed because of the bill and provide a brief description of the legislation. Please include a statute number, hyperlink or URL, in the summary. Do NOT include the actual text of the Bill as that can be very lengthy.

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
SB 31	01/31/2019	NRS 706 and 482	Revises requirements for CMV registrations, providing procedures for registration, renewal and revocation. Provides for Law Enforcement to seize or impound license plates for out of service carriers.

Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?

☐ Yes ☒ No