eCVSP

NORTH CAROLINA

Commercial Vehicle Safety Plan

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

Fiscal Years 2019 - 2021

Date of Approval: July 09, 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 (FY 2019 - 2021)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2019 - 2021)
- 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 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.

REMINDERS FOR FY 2019:

Multi-Year plans–For FY 2019, all States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full 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 or Year 3 of a multi-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in the previous year and indicate whether anything needs to be updated for the upcoming fiscal year 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 previously will be editable and State users can make any necessary changes to their project plan. (Note: Trend information that supports your current activities is not editable.)
- If No is indicated, then no information in this section will be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All 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.

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.

Personally Identifiable Information – PII is information which, on its own or matched with other data, would permit identification of that individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

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.

The North Carolina Department of Public Safety (NCDPS) / North Carolina State Highway Patrol (NCSHP) is the lead agency for the Motor Carrier Safety Assistance Program (MCSAP) in North Carolina. The NCSHP is responsible for implementing and complying with MCSAP rules and regulations in North Carolina.

The mission of the North Carolina State Highway Patrol is to safeguard and preserve the lives and property of the people in North Carolina. Our vision is to improve the quality of life in North Carolina, a critical component of which is commercial vehicle safety.

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.*

The North Carolina State Highway Patrol (NCSHP) is a division within the Department of Public Safety (NCDPS) and is the lead agency for the state. There are no sub-grantees. The Motor Carrier Safety Assistance Program (MCSAP) is administered by the Motor Carrier Enforcement (MCE) section of the NCSHP.

The MCSAP continues operating as a data-driven broad-based program. This program is closely coordinated with both size and weight enforcement, CVISN, as well as North Carolina Department of Transportation (NCDOT) efforts to identify road and bridge safety-related infrastructure needs (e.g., STAA route improvements, HSIP countermeasures). North Carolina's MCSAP program uses NCDOT's TEAAS (Traffic Engineering Accident Analysis System) crash data as the MCSAP data source. This is the most valid and reliable data source available for statewide crash analysis.

Highway safety partnering continues to be a key strategy for effectiveness. These partners include the North Carolina's Department of Transportation (NCDOT), NC Trucking Association (NCTA), the North Carolina Movers Association (NCMA), the North Carolina Utilities Commission (NCUC), the NC Governor's Executive Committee on Highway Safety (ECHS), the NC Traffic Records Coordinating Committee (TRCC), the Governor's Highway Safety Program (GHSP), the Commercial Vehicle Enforcement Resource Lab (COVERLAB) program with the Institute for Transportation Research and Education (ITRE) at North Carolina State University (NCSU), the I-95 Corridor Coalition, the Commercial Vehicle Safety Alliance (CVSA), insurance stakeholders, and local highway safety community forums, among others. Lastly, commercial vehicle enforcement (CMV) safety strategies have been adopted as an integral component of North Carolina's Strategic Highway Safety Plan (SHSP).

Personnel Structure
The personnel resources available for the Basic MCSAP program consists of a both MCSAP-funded and non-MCSAP funded positions. The MCSAP-funded positions are 100% funded by the MCSAP Basic grant and 100% dedicated to MCSAP-eligible activities. The non-MCSAP funded positions are 100% funded by non-MCSAP state funds, but still contribute effort and time toward MCSAP performance goals.

MCSAP-Funded Positions
The Basic MCSAP grant funds a total of **107** positions dedicated to MCSAP activities, **105** of which are dedicated **100% full-time** and **2** of which are dedicated **25% part-time**. These positions consist of both sworn law enforcement officers and civilian personnel. The MCSAP-funded breakdown is as follows:

There are **66** LEO MCSAP positions statewide (Troops A-H) who are dedicated 100% of the time to MCSAP activities. In essence, these positions are directly reserved for CVSA certified members who are doing 100% MCSAP eligible activities with all of their time.

There are **8** LEO MCSAP Sergeant positions in the field, one for each troop. They are also dedicated to MCSAP supervisory activities 100% of the time.

There are **4** LEO MCSAP positions (Lieutenant; Captain; Sergeant and First Sergeant) at Headquarters that serve as the MCSAP administrator and administrative staff. They are also dedicated to MCSAP supervisory activities 100% of the time.

There are **2** civilian members (Auditor-MCSAP) funded 100% by MCSAP who were previously funded by the new entrant auditor program, however the scope of their duties is better fit for MCSAP basic.

There are **9** civilian support positions at Headquarters and Technical Services that are designated to MCSAP support activities 100% of the time.

1. Tech Support Specialist: Position located at our Technical Services Unit dealing with MCE application and software for the MCSAP programs.

2. Tech Support Analyst: Position located at Technical Services Unit dealing with MCE applications and software for the MCSAP programs.

3. Information Processing Assistant: Position located at HQ and handles all Data Q's and inspection information for the MCSAP program.

4. Data Entry Operator: Position located and HQ and handles all inspection reports and correspondences related to the MCSAP program.

5. Processing Assistant: Position located at HQ and handles all MCSAP related internal correspondences, office duties, processing invoices, etc, needed to support the MCSAP program.

6. Processing Tech: Position located at HQ and handles all uploads and internal data as it relates to inspections, etc. works with DMV on collisions involving CMV's.

7. Data Entry Operator II: Position located at HQ and handles inspection reports and payments for OOS fines, etc.

8. Social Research Specialist- Position located at HQ and manages the MCSAP grant to include financial and programmatic duties and responsibilities.

9. Civilian Trainer- Position located at HQ and provides training to the MCE troopers to support the roles and responsibilities of the troopers in the MCE program. (VACANT)

There are **2** New Entrant Auditor Coordinator/Supervisor Positions (Supervising New Entrant Auditors statewide) funded at 100%.

There are **14** New Entrant Auditors positions funded at 100%.

This is a TOTAL of **105 FULL TIME MCSAP positions funded by 100% MCSAP funds**.

Additionally, there are **2 positions funded at 25% each**, given their administrative responsibilities to the grant.

1. Accountant

2. Grants Manager

This is a GRAND TOTAL of **107 MCSAP-funded positions**.

Non-MCSAP Funded Positions

In addition to the Basic MCSAP-funded employees, the Patrol will provide **115** non-MCSAP funded Size and Weight troopers that contribute to almost half of the state's inspection total. These troopers will NOT be paid from MCSAP federal funds. Rather, these positions will be completely funded by State funds, but will contribute 45% to the state's overall inspection goal. The non-MCSAP-funded position breakdown is as follows:

115 non-MCSAP funded Size and Weight sworn troopers assigned to 8 statewide Troops

Total Positions

There are a total of **222** positions contributing toward the MCSAP Basic program. The following table shows the total personnel available to the MCSAP program, whether these personnel are full or part time, the percent of time allocated to the program, whether they are MCSAP-funded, their inspection goal, and the relative percent of their time contributed toward the MCSAP inspection goals.

Description	Number of Personnel	Full / Part Time	Percent Time Allocated	MCSAP Funded?	Percent of Inspection Goal Contribution
MCSAP Troopers (Filled)	66	Full Time	100%	Yes	55%
MCSAP Sergeants	8	Full Time	100%	Yes	0%
MCSAP Administrative LEO's	4	Full Time	100%	Yes	0%
Civilian MCSAP Auditors	2	Full Time	100%	Yes	N/A
Civilian Support Personnel HQ	9	Full Time	100%	Yes	N/A

New Entrant Auditor Supervisor	2	Full Time	100%	Yes	N/A
New Entrant Auditor	14	Full Time	100%	Yes	N/A
Accountant	1	Part Time	25%	Yes	N/A
Grants Manager	1	Part Time	25%	Yes	N/A
S&W Troopers	115	Part Time	40%	No	45%

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:	NORTH CAROLINA STATE HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	222
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	181
Traffic Enforcement Activities	181
Investigations[*]	18
Public Education and Awareness	16
Data Collection and Reporting	4
[*] Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	0
Total # of MCSAP Participating Personnel:	0

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 - 2021 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

***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 Activity Dashboard and/or the CVSP Toolkit on the A&I Online website. The Activity 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. 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: Other

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:
FY2013 - FY2014 goal was percent CMV fatalities on rural roads. FY2015-2017 = total fatalities

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2016	09/30/2017	166	121	166
10/01/2015	09/30/2016	152	123	152
10/01/2014	09/30/2015	135	125	135
10/01/2013	09/30/2014	136	2	1.79
10/01/2012	09/30/2013	133	2	2.21

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:
FY2013-14 = Actual Number of Crashes. FY2015-17 no goal

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2016	09/30/2017	1		
10/01/2015	09/30/2016	6		
10/01/2014	09/30/2015	4		
10/01/2013	09/30/2014	1	349	423
10/01/2012	09/30/2013	1	355	367

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: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
North Carolina has not deviated more than 25% from the national average for its hazmat fatality rate

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2016	09/30/2017	9		
10/01/2015	09/30/2016	5		
10/01/2014	09/30/2015	7		
10/01/2013	09/30/2014	3		
10/01/2012	09/30/2013	3		

Enter the data sources and capture dates of the data listed in each of the tables above.
Source: NCDOT TEAAS, ITRE Data Snapshot June 8, 2018

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

ALL CMV CRASHES

Narrative:

For FFY2013 and FFY2014, North Carolina's Fatality Reduction goal was to reduce fatal CMV-involved crashes on rural NC, US, and SR routes annually as a percentage of the total CMV-involved crashes on NC, US, and SR routes to 2 percent or less from an FY 2012 baseline. This goal was not met in FFY2013, but was met in FFY2014.

Beginning in FY2015, North Carolina's fatality reduction goal changed to a new 3-year fatality reduction goal. North Carolina's 3-year goal (2015-2017) was to reduce the number of fatalities by 5% from 127 to 121 fatalities (based on a three-year FY 2011-FY 2013 baseline average). North Carolina planned to show incremental progress each year. Therefore, the FY 2015 goal was to reduce fatalities 1.67% to 125 in FY2015. North Carolina did not meet its fatality reduction goal of 125 for FY2015. The actual outcome was 132. In FY 2016, North Carolina also did not meet its fatality reduction goal of 121, with 152 CMV-involved fatalities. For FY2017, North Carolina did not meet its fatality reduction goal of 121, and experienced a total of 166 CMV-involved fatalities.

Starting in FFY2018, North Carolina started a new three-year crash reduction plan (FFY 2018 – FFY 2020), a 3% reduction in CMV-involved fatalities over the next three years (FY2018-FY2020), with incremental progress each year. Each subsequent year's goal will be a 1% decrease from a rolling 3-year baseline average. For example, the FY2019 goal would be a 1% reduction from the 2015-2017 baseline average, and the FY2020 goal would be a 1% reduction from the 2016-2018 baseline average.

For FY2018, North Carolina's crash reduction goal was set at a 1% reduction in CMV-involved fatalities from the 2014-2016 baseline average. Therefore, the FY2018 goal is to reduce the number of CMV-involved fatalities from 135 to 133.

Successes:

North Carolina successfully met (and exceeded) its crash reduction goals for FY 2014. Because of this success, North Carolina switched to a total fatality frequency goal, and set an aggressive fatality reduction goal for FY2015-2017: to reduce and sustain CMV fatalities over a 3 year period by 3% from a rolling baseline average over 3 years.

Challenges:

1) North Carolina has experienced a significant increase in CMV-involved fatalities in FY2016, a trend that mirrors the increase in traffic fatalities for the nation. The reasons for this uptick are not well understood at this time. However, in the majority of instances, passenger-vehicle driving behaviors are determined to be the critical reason for CMV-involved fatalities when two or more vehicles are involved. Aggressive driving behaviors such as following too closely, speeding, and erratic driving, combined with an increase in distractions from electronic devices are possibly correlated with this increase.

2) Fluctuations (increases/decreases) in CMV fatality frequencies are also correlated with changes in traffic volumes, which are driven in large part by economic conditions. When the economy is good, fatalities tend to rise due to increased overall volume. However, personnel resources dedicated to CMV safety countermeasures (enforcement, inspections, outreach, etc.) tend to remain static, or even at reduced levels statewide. This represents a mismatch between demand (crashes) and supply of available resources (troopers).

3) Enforcing CMVs on rural roads. The majority of NC's rural roadways are narrow two-lane roads with no shoulders. Stopping CMV's in this environment poses very serious safety risks to both troopers and CMV's alike.

4) Identifying specific and achievable rural road enforcement strategies. Rural fatal CMV crashes are rare events relative to all CMV crashes in North Carolina. It is difficult to identify crash trends and crash patterns in rural areas. For example, rural fatal CMV crashes do not occur in specific and repeated locations, same time of day or same day of the week.

MOTORCOACH / PASSENGER CARRIER CRASHES

Narrative:

For FY 2012-2014, North Carolina's three-year Motorcoach/Passenger crash goal was to continue reducing commercial bus involved crashes from 367 (FY 2011 baseline) to 349 in FY 2014, a 5% reduction. This equates to 1.7% per year. For FY 2012, this goal was not met. There were 424 commercial bus crashes in 2012.

For FY 2013 and FY 2014, the goal was also not met. There were 367 commercial bus crashes in 2013 and 423 in 2014. North Carolina did not meet its three-year goal of reducing commercial bus crashes by 5% from FY2011 baseline.

For FY2015-FY2017, North Carolina did not set a specific passenger carrier transportation safety goal. For each of the previous two years, North Carolina has not deviated more than 25% from the national average for fatal bus crashes, and therefore does not have a passenger carrier safety problem. The criterion for determining if a North Carolina has a potential traffic safety problem is set forth in the Analyze Potential Problem Areas section of FMCSA's CVSP Toolkit, and is defined as a state not exceeding a 25% deviation from national statistics for the two most recent years (CY2016-17).

Successes:

While North Carolina did not meet its overall passenger carrier crash reduction goal for the 2013-2014 performance period, the actual number of passenger carrier fatalities decreased significantly from previous performance periods. North Carolina had only 1 passenger carrier fatality in each of these two performance periods (FY 2013 and FY2014). **In FY 2015 and FY 2016, there were 4 and 6 passenger carrier fatalities respectively, though the number of fatalities dropped in FY 2017 back to one fatality**. Our objective is to maintain this success of by emphasizing a quality passenger carrier inspection program focusing on curbside inspections, outreach and training.

Challenges:

1) Significant numbers of fatalities can occur with only one or two passenger carrier crashes. For this reason, it is difficult to identify specific actionable countermeasures that will prevent these large-scale events from occurring on a consistent basis.

2) Government/public transit bus crashes are included in all passenger carrier counts. NCSHP is held accountable for reducing this non-regulated segment of crashes. The tools available for corrective action measures are few. Education and public outreach are the only workable interventions but do not always produce desired results.

3) Curbside passenger carriers rapidly adapt to enforcement efforts by moving their operations frequently throughout the state, therefore making them very difficult to track and enforce (i.e. ghost operators). While mapping these carriers' pickup locations is possible through labor intensive web scouring and manual input, the effectiveness of this activity is questionable. Even though NCSHP has gone to great lengths to identify arrival and departure activities for these carriers, their efforts have not produced desired outcomes — troopers set up enforcement details at given locations but buses never show up. As a result, the NCSHP is open and receptive to other states' best practices' for identifying high risk curbside operators.

HAZARDOUS MATERIAL CRASHES

For the past two years, North Carolina has not deviated more than 25% from the national average for its hazmat fatality rate (number of hazmat vehicles involved in fatal crashes as a percent of all hazmat vehicles involved in crashes), and as such, does not have a problem with hazmat fatalities (Source: A&I Online HM Report for CY 2016 and CY 2017).
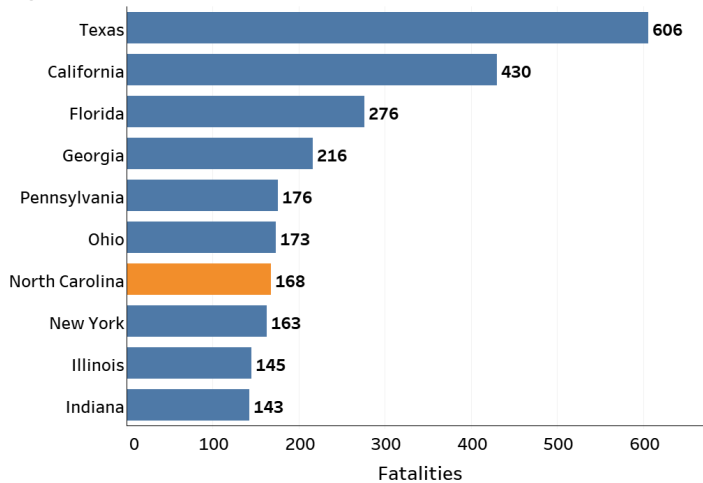
Narrative Overview for FY 2019 - 2021

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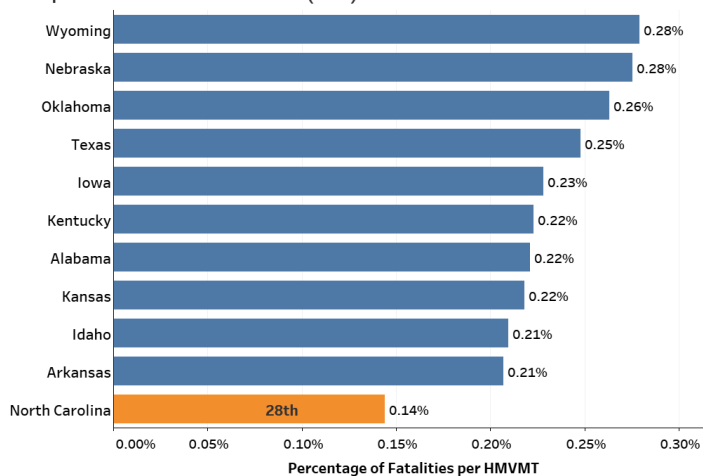
Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

Overview

North Carolina has the second largest state-maintained road network in the nation, including nearly 90,000 miles of highways and more than 12,000 bridges. While North Carolina has put forth considerable effort to reducing CMV collisions, the state consistently ranks as one of FMCSA's "top ten" CMV crash states (Figure 1). A number of factors contribute to this fact. North Carolina's high traffic volumes, major interstate and non-interstate "pass-thru" corridors, large and widely variable geography, steadily increasing urban population hubs and expanding east coast commerce centers all play pivotal roles in this statistic.

Top Ten States for CMV-Related Fatalities in 2017

State	Fatalities
Texas	606
California	430
Florida	276
Georgia	216
Pennsylvania	176
Ohio	173
North Carolina	168
New York	163
Illinois	145
Indiana	143

Figure 1. Source: FMCSA A&I MCMIS Data Snapshot 5/31/2018.

However, the raw number of CMV-involved fatalities do not reveal how "safe" North Carolina's roads are for CMV-involved fatal crashes. If one accounts for traffic volume, expressed as fatal crashes per hundred million vehicle miles traveled (HMVMT), North Carolina actually ranks 28th (Figure 2).

Perentage of CMV Related Fatalities per HMVMT
for Top Ten States and North Carolina (28th) in 2016

State	Percentage of Fatalities per HMVMT
Wyoming	0.28%
Nebraska	0.28%
Oklahoma	0.26%
Texas	0.25%
Iowa	0.23%
Kentucky	0.22%
Alabama	0.22%
Kansas	0.22%
Idaho	0.21%
Arkansas	0.21%
North Carolina	28th — 0.14%

Figure 2. Federal Highway Administration (FHWA) Highway Statistics 2016; FMCSA A&I MCMIS Data Snapshot 5/31/2018

North Carolina's Crash Picture

North Carolina's fatal CMV crashes vary widely by road class, relative crash risk, and troop. Because of this variability, North Carolina has separated fatal crash corridors by road class, characterized relative "risk" levels for each road class, and identified each troop's relative percent of fatal crashes by road class.

Starting in 2015 and continuing through 2016, North Carolina experienced a significant increase in overall traffic fatalities, including CMV-involved fatalities (Figure 3). This increase mirrored the national trend of traffic fatalities that increased by 7 percent in 2015, and represented a significant increase from the previous several years (NHTSA, 2016). In 2017, North Carolina overall (all vehicle) fatalities decreased from 1,440 to 1,396. While this is a positive trend, increased effort across all traffic safety emphasis areas, including CMV safety strategies are required to continue this downward trend.
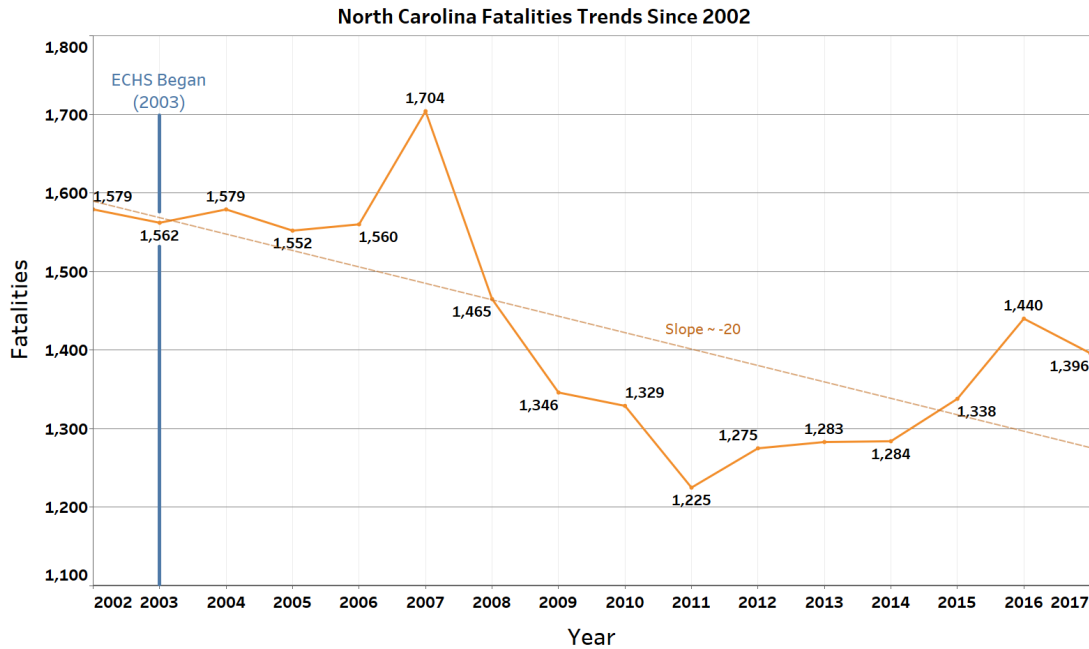
North Carolina Fatalities Trends Since 2002

Figure 3. Source: NCDOT Traffic Safety Unit, April 2018.

Road Class

North Carolina's state-maintained road network is principally comprised of 'secondary roads' (Figure 4). However, these secondary roads have relatively low CMV traffic volume (exposure), and subsequently reduced CMV fatal crash frequencies. CMV fatal crashes in North Carolina occur primarily on three road classes: US, NC and interstate highways. These three road classes comprise 74% of all CMV crashes from FFY 2014-2016 (Figure 5).
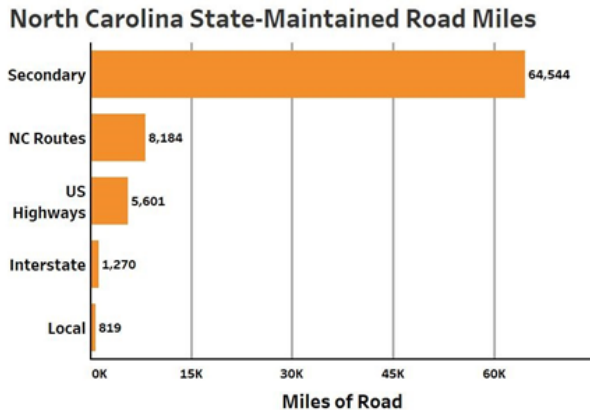

North Carolina State-Maintained Road Miles

Figure 4. Source: NCDOT Publication: NC Official State Mileages (7/27/2017).
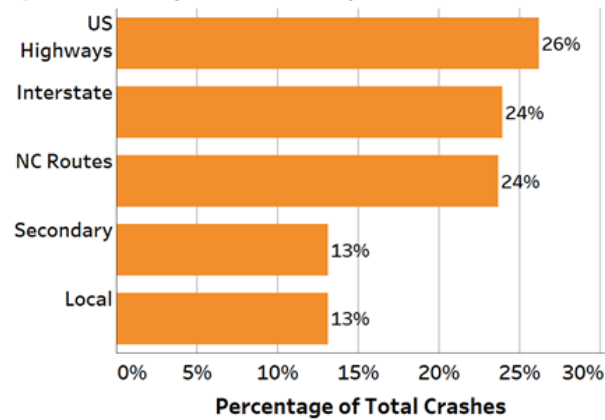
Figure 5. Source: NCDOT, TEAAS.

Exposure vs. Risk

North Carolina road classes vary significantly in fatal crash frequencies relative to traffic volume. Road classes with high crash volume (high exposure) but low fatal crash frequencies have lower fatal crash "risk". For example, interstates have high CMV traffic volume, but low fatal crashes relative to traffic volume (i.e. fatal crashes per HMVMT). Conversely, NC highways have low traffic volume but high crash rates. A broad characterization of North Carolina's fatal crash counts (exposure) vs. fatal crash rate (risk) is shown in Figure 6.
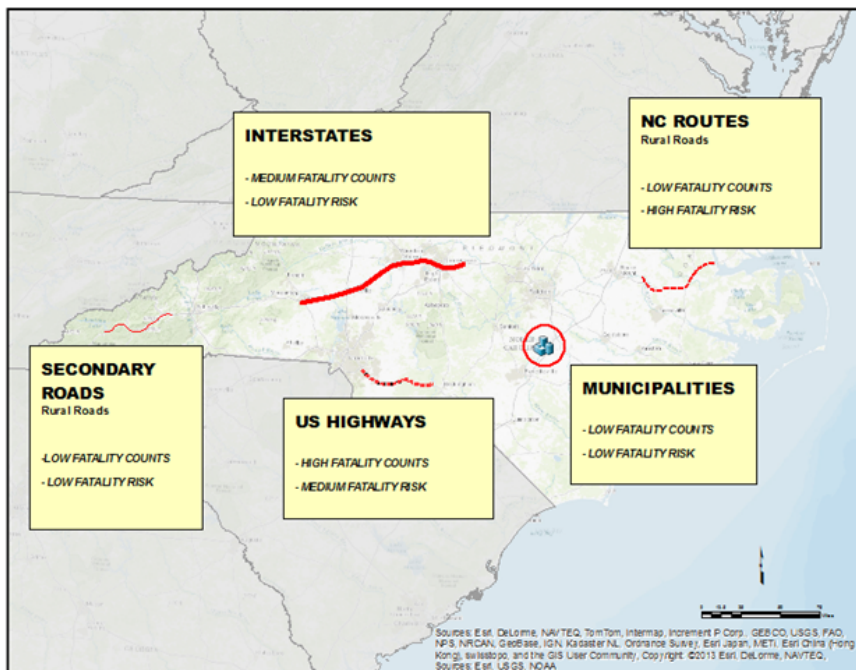

Figure 6.

Troop Variability

Fatal CMV crashes for all road classes also vary significantly by Troop. For example, Troop H has the largest proportional share of fatal crashes in the state for all road classes, as shown in Figure 7.

Percentage of Fatal CMV Crashes by Troops (FFY 2015-2017)

Troop	Percentage
H	20%
C	18%
B	17%
E	12%
D	12%
G	8%
F	7%
A	6%

Percentage of Total Crashes
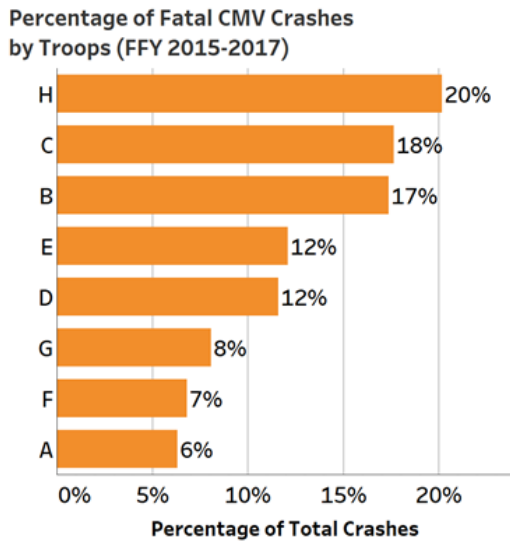
Figure 7. Source NCDOT TEAAS.

And, each troop varies significantly for the relative distribution of fatal crashes across each of these road classes. For example, US highway fatal crashes occur mostly in Troop B (Figures 8), while NC and SR fatal crashes occur mostly in Troop C and B (Figure 9).

Percentage of Fatal CMV Crashes on US Highways by Troop (FFY 2015-2017)

Troop	Percentage
B	20%
E	16%
C	15%
H	14%
A	12%
G	9%
F	8%
D	6%

Percentage of Total Crashes

Figure 8. Source NCDOT TEAAS.

Figure 9. Source NCDOT TEAAS.

Troop-Specific Strategies

North Carolina has adopted a troop-specific strategic approach for reducing CMV fatalities statewide. MCE troops are spread across the state and cover a large geographic area relative to their operational capacity.

Figure 10.

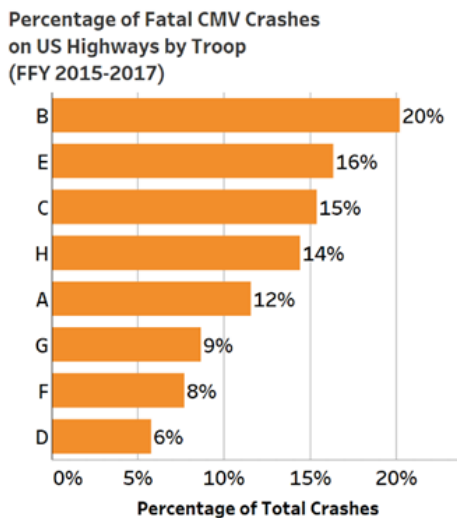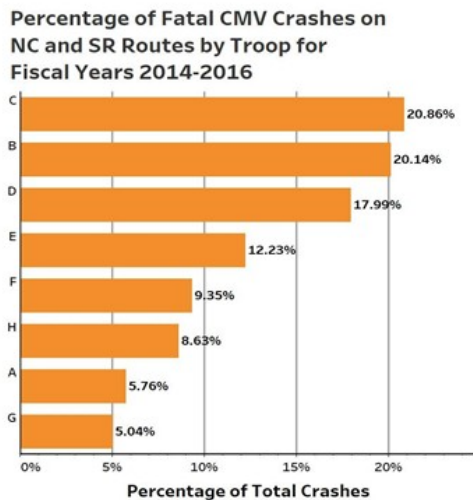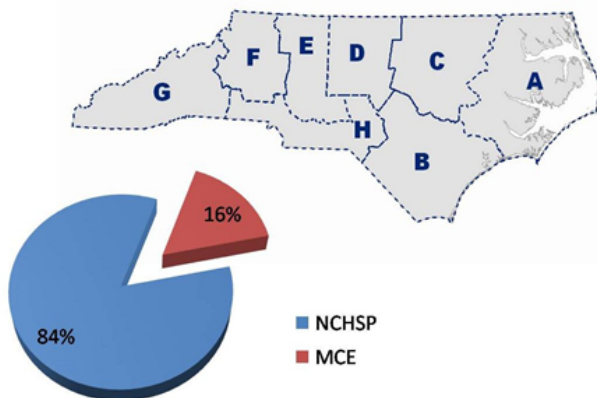Because of the wide variability of fatal crash distribution and fatal crash risk by road class in each troop, developing and implementing effective troop-specific enforcement strategies are critical to the overall success of the enforcement plan. Each troop requires uniquely different enforcement strategies based on differences in truck volume, crash "risk", roadway geography, road class and enforcement types.

Approach

North Carolina's CMV fatality reduction approach is three-fold:

1. **Identify Gaps –** *identify gaps in fatal crash enforcement*
   a. Identify fatal crash locations by road class specifically for each troop
   b. Identify CMV high crash corridors (5 mile) for each troop and statewide
   c. Use COVERLAB Analytics to identify driver behaviors (passenger and CMV) contributing factors, time, day, and locations for fatal crashes.
2. **Focused Activities –** *Troop-specific targeted and prioritized activities*
   a. Troop-Specific tailoring - road class focus by troop based on risk, resources and priority.
   b. Partnering with non-MCE Patrol troopers for high visibility traffic enforcement
   c. Quality inspection program – emphasis on high crash risk violations, OOS criteria, and technology-driven

inspections (e.g. ALPRs)
3. **Track Measure, Prioritize –** *Data-driven enforcement program for measurable outcomes*
   a. Troop-level data-driven planning using COVERLAB Analytics
   b. Scorecard - Troop-Level crash and inspection goal tracking
   c. Dashboard – Visualize trends for selecting enforcement activities that optimize effectiveness, including estimating the crash reduction effectiveness of inspection activities using FMCSA's Roadside Intervention Effectiveness Model (RIEM), and adjusting trooper activities based on these outcomes.

Emphasis Areas

North Carolina will emphasize three strategy areas that include a high quality technology-driven inspection program that focuses on catch rates, partnering with non-MCE Patrol troopers conducting passenger vehicle traffic enforcement, and visual analytics for prioritizing enforcement.

- **High Quality Inspection Program** – Special focus on technology-driven inspections for increasing catch rates, special operations that focus on unsafe overweight vehicles, and improved identification and interdiction of federal OOS carriers.
- **High Visibility Traffic Enforcement** – MCE troopers will partner with non-MCE "traditional" troopers and local law enforcement to focus on high visibility passenger vehicle traffic enforcement in and around CMVs. These include special operations that target unsafe driving behaviors in locations where high CMV fatal crash corridors are coincident with high passenger vehicle fatal crash clusters.
- **Data-Driven, Troop-Specific Analytics –** Measurable reductions in CMV fatalities are continuously tracked and monitored. If underperforming, supervisors can use map analytics for intelligent resource deployment and adapt enforcement activities accordingly. Troop supervisors also use FMCSA's Roadside Intervention Effectiveness (RIEM) to estimate the effectiveness of their roadside inspections in terms of crashes avoided, injuries prevented, and estimated lives saved.

These emphasis areas cascade out to road-class-specific and troop-specific operations as shown in the map graphic below (Figure 11).
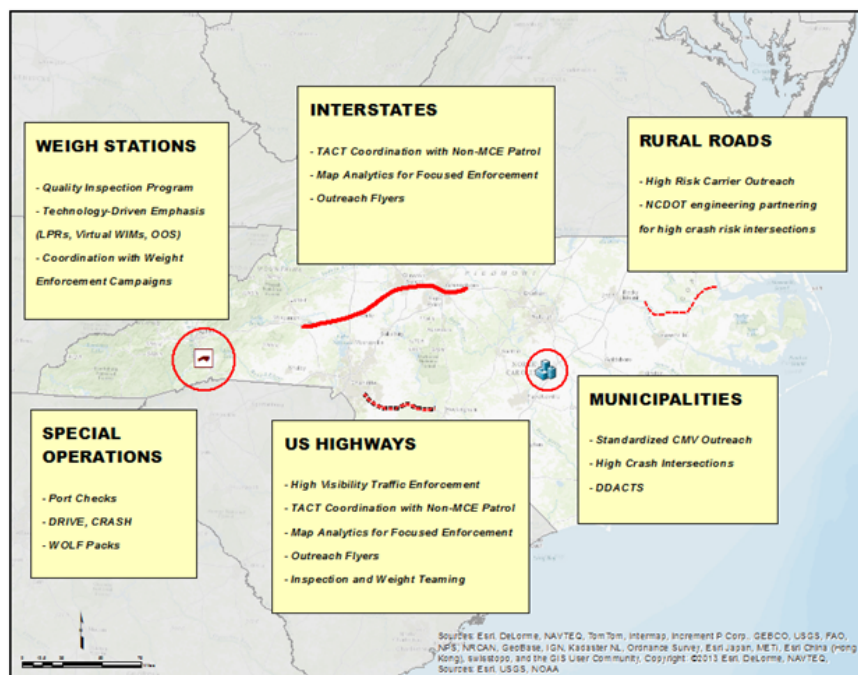
Figure 11. North Carolina's FY2019 CVSP Strategies

A disproportionally high number of fatal CMV wrecks occur on NC routes, relative to the amount of traffic on these roads. These roads usually have low traffic volume, and as such are not conducive to effective and efficient use of patrol resources for CMV traffic enforcement activities. In addition, NC routes are not typically suitable for conducting safety inspections (no shoulder, safety concerns, etc.).

Because of these limitations, North Carolina will have each Troop identify the locations of highest crashes and identify the most effective types of enforcement to conduct on these road types. These include CMV safety outreach efforts to carriers headquartered in these locations, engineering solutions through coordination with NCDOT district offices, public safety initiatives through the NC Trucking Association, and selective traffic enforcement in high-risk locations and times.

Enter the data source and capture date:
FMCSA A&I Data Snapshot 5/31/2018. Federal Highway Administration (FHWA) Highway Statistics 2016 (5/31/2018). NCDOT Traffic Safety Unit, May 2018

Projected Goal for FY 2019 - 2021:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2019	149
2020	148
2021	147

For FFY2019, the second year of North Carolina's three year (FFY 2018 – FFY 2020) performance objective, North Carolina's crash reduction goal is a 1% reduction in CMV-involved fatalities from the 2015-2017 baseline average. Therefore, the FY2019 goal is to reduce the number of CMV-involved fatalities from 151 to 149. North Carolina's long-term goal is to achieve a 3% reduction in CMV-involved fatalities over the three year performance period (FY2018-FY2020), with incremental progress each year. Each subsequent year's goal will be a 1% decrease from a rolling 3-year baseline average. For example, the FY2020 goal would be a 1% reduction from the 2016-2018 baseline average, and the FY2021 goal would be a 1% reduction from the 2017-2019 baseline average. Note: Because this rolling baseline average can only be calculated as data becomes available, FY2020 and FY2021 projections are placeholders and are subject to change.

Program Activities for FY 2019 - 2021: 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.

North Carolina's effort to meet its crash reduction goal will include the following activities.

1. Continued commercial motor vehicle enforcement activities in high crash corridors that have been identified through the use of COVERLAB.

2. Focused enforcement of moving violations in the areas of: erratic/unsafe movement, speeding, following too closely, careless and reckless driving, distracted driving, fatigued driving and aggressive driving (crash causing violations).

3. Conducting inspections, and the issuing of citations/written warnings to CMV's and non-CMV's driving around CMV's.

4. Continued partnering with local law enforcement agencies for traffic enforcement in CMV high crash corridors on a quarterly basis.

5. Troopers will conduct Wolf-Pack/Saturation Patrols and RADAR/LIDAR operations statewide in CMV high crash corridors focusing on speeding CMV's and non- CMV's around CMV's. The NCSHP is currently working in conjunction with our Technical Services Unit and our North Carolina Department of Transportation (NCDOT) IT partners to prepare a report that tracks private vehicle enforcement activity initiated in and around CMV's for all personnel assigned to the MCE (MCSAP) program.

6. Continued large-scale MCE enforcement activities including D.R.I.V.E., Port Checks, and Motor Coach Crash Reduction Projects. These special operations will be coordinated with other support agencies to accomplish our mission.

7. Increased usage of electronic verification of Out-of-Service status, CDL, and UCR when conducting Level I, II, and

inspections.

8. Troopers will continue to provide CMV safety presentations to the industry professionals, schools, traffic safety seminars, churches, and pubic groups to increase safety awareness.

9. Each troop will create and evaluate troop-specific plans focused on geographic locations, time of day, day of week, and road specific activities to be conducted on the Interstate, US, NC, and state road routes. These activities will be monitored quarterly.

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.

PERFORMANCE MEASUREMENT

1. The number of CMV fatalities statewide reported quarterly.

2. The number of quarterly CMV awareness presentations made and Wolf Packs conducted with local law enforcement agencies.

3. The number of Wolf-Pack/Saturation Patrol RADAR/LIDAR operations conducted quarterly; number of inspections, number of staff hours, and number of enforcement actions

4. The number of activities cited on inspections monthly; measured as a percent against all inspections for the same time period.

5. All CVSP goals and supporting strategies are reported quarterly through each troop's participation in the Strategic Leadership Forum (SLF) review process; monthly COVERLAB analysis per troop.

6. The number of participating agencies that participate quarterly

7. The number of inspections completed during traffic enforcement activities.

MONITORING

Data-Driven Planning

One of the main strengths in NC's MCSAP program is its continued partnership with the Institute for Transportation Research and Education (ITRE) at NC State University. ITRE's development and maintenance of COVERLAB Analytics, a data visualization decision management tool, has significantly improved NCSHP's ability to track, measure, and prioritize enforcement activities. Troops track their individual performance, interactively visualize trends for their troop, and use map analytics to prioritize enforcement activities.

Goal Tracking Dashboard

Troop supervisors track and measure their troop's crash reduction and inspection progress toward the state's goals using the COVERLAB Goal Tracking Dashboard. This dashboard shows continuously updated views for how well each troop is performing in these performance areas.
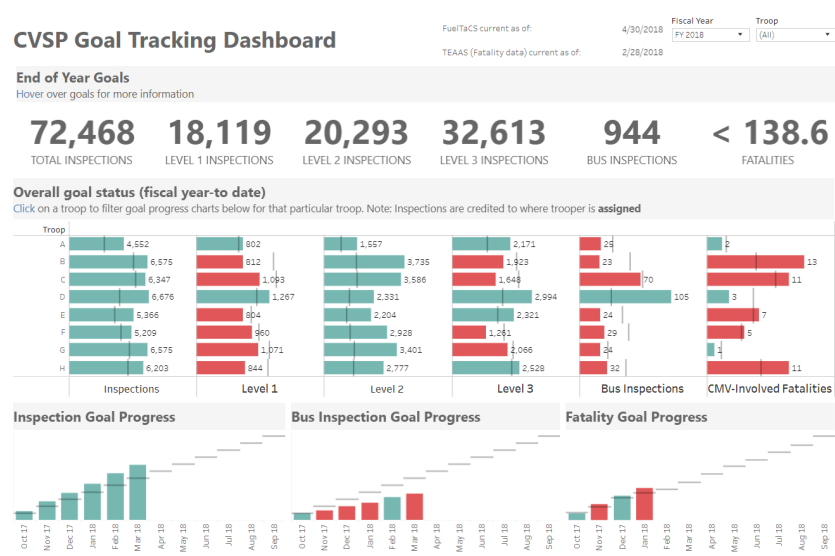
Screenshot of CVSP Goal Tracking Dashboard for FFY 2018

Crash Dashboard

Troops visualize CMV crash patterns and contributing circumstances to help identify activities for improving performance.
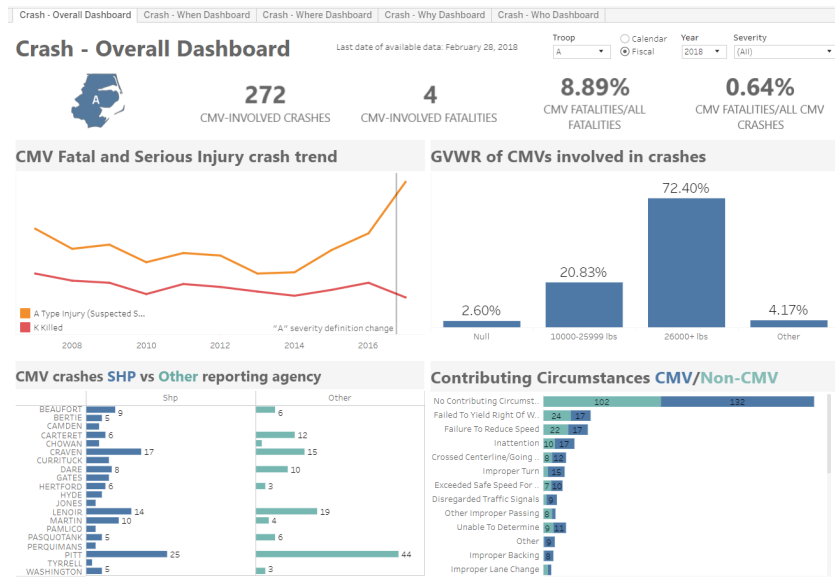
Screenshot of Troop A Crash Overall Dashboard for FFY 2018

Inspection Dashboard

Troops can also visualize inspection trends such as inspection level monitoring, out-of-service rate national trend map, time-of-day/day-of-week heat grid, patterns of inspection locations, for helping to identify emphasis needs and prioritize activities for meeting their troop's goals. Starting in FY 2018, NCSHP can monitor the effectiveness of their inspections/violations through an implementation of FMCSA's RIEM (Roadside Intervention Effectiveness Model). Users are able to see how many crashes they have statistically prevented from their inspection activity and determine areas where they can improve their effectiveness.

Screenshot of Overall Inspection Dashboard for FFY 2018

Inspections - Trooper Dashboard

Troop	Year
(All)	○ Calendar ⦿ Fiscal	2018

| 55,227 INSPECTIONS | 10,470 OOS INSPECTIONS | 18.96% OOS RATE | 2.31 CRASHES PREVENTED PER 1000 INSPECTIONS | 127.78 CRASHES PREVENTED |

Troopers

Name	ID	Inspections	Violations	OOS Inspections	OOS Rate (All)	RIEM Score per Inspection	RIEM Factor
BENJAMIN E HARRIS	3144	670	710	112	16.72%	2.07	1.38
RUSSELL R TAYLOR	3165	641	1,122	162	25.27%	3.68	2.36
T R LEE	4531	611	606	180	29.46%	2.34	1.43
K J GUTHRIE	4409	605	215	92	15.21%	1.59	0.96
MARK A EMORY	3248	587	237	44	7.50%	1.05	0.62
M L WILSON	4277	576	611	101	17.53%	2.33	1.34
S C MITCHELL	3133	575	429	101	17.57%	1.84	1.06
M E HEON	4757	571	939	173	30.30%	3.43	1.96
B M WALKER	4046	566	629	108	19.08%	1.72	0.97
DAVID A MATHIS	3163	565	579	109	19.29%	2.30	1.30
J K SMITH	4268	554	74	56	10.11%	0.21	0.12
CHARLES L POPE	3259	553	739	166	30.02%	3.21	1.78
CHRISTOPHE F NEWBERN	3177	551	622	95	17.24%	3.12	1.72
ERIC BADGETT	3313	546	338	104	19.05%	1.54	0.84
J A NOLAND	4767	536	871	170	31.72%	3.27	1.75
MICHAEL S SMITH	3261	536	348	99	18.47%	0.75	0.40
MICHAEL R JOHNSON	3243	527	829	163	30.93%	2.33	1.33
D G STEPHENSON	4158	520	327	107	20.58%	0.75	0.39
MARK W CORBIN	3214	518	600	84	16.22%	6.84	3.54
J C BUNCE	4700	516	455	171	33.14%	1.13	0.58
CHARLES V BARRETT	4126	501	1,130	344	68.66%	4.46	2.24
ZEBULUN GARNER	3299	501	656	118	23.55%	2.40	1.20
A N SIGNS	4546	499	397	56	11.22%	1.12	0.56
AARON A GLANCY	4128	498	435	113	22.69%	1.19	0.59
TARE L DAVIS	4527	495	176	38	7.68%	0.42	0.21
B D PHILLIPS	4446	490	670	70	14.29%	3.37	1.16

Top violations

Violation	Count
Inoperative turn signal	3,028
Operating a CMV without periodic inspec..	2,464
Operating a CMV without proof of a perio..	2,464
Stop lamp violations	2,330
Inoperable Required Lamp	1,735
Inspection, repair and maintenance of..	1,360
Inspection, repair, and maintenance p..	1,360
Flat tire or fabric exposed	1,321
No/discharged/unsecured fire extinguisher	1,319
Tire-other tread depth less than 2/32 of inch	1,265

Screenshot of Trooper Inspection Dashboard for FFY 2018

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 - 2021.

***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	13781	12585	12266	11068	11972
Level 2: Walk-Around	45112	52432	50013	48560	56158
Level 3: Driver-Only	29582	18545	13344	16023	23919
Level 4: Special Inspections	13	49	185	169	356
Level 5: Vehicle-Only	509	504	491	565	119
Level 6: Radioactive Materials	1		9	1	1
Total	**88998**	**84115**	**76308**	**76386**	**92525**

Narrative Overview for FY 2019 - 2021

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.

Overview

The NCSHP will conduct driver/vehicle inspections statewide during FY2019 at both fixed-facility locations (e.g., weigh stations) and on roadways identified as having high number of fatal CMV-involved crashes. The North Carolina MCSAP inspection program encompasses impaired drivers, CDLIS checks, operating authority checks, out-of-service enforcement, and distracted drivers with an emphasis on texting, unsafe driving and cell phone ban in CMVs.

Fixed facilities are staffed by civilian weigh station operators (WSO). Times of operation are aligned with peak traffic volume, combined with random non-standard opening hours. Sworn MCSAP troopers can work at fixed facility weigh stations to perform level 1 inspections as well as special operation campaigns (e.g. Operation AirBrake, BrakeCheck, etc.).

Personnel Structure

The personnel resources available for the Basic MCSAP program consists of a both MCSAP-funded and non-MCSAP funded positions. The MCSAP-funded positions are 100% funded by the MCSAP Basic grant and 100% dedicated to MCSAP-eligible activities. **The non-MCSAP funded positions are 100% funded by non-MCSAP state funds, but still contribute effort and time toward MCSAP performance goals**.

MCSAP-Funded Positions

The Basic MCSAP grant funds a total of **107** positions dedicated to MCSAP activities, **105** of which are dedicated **100% full-time** and **2** of which are dedicated **25% part-time**. These positions consist of both sworn law enforcement officers and civilian personnel. The MCSAP-funded breakdown is as follows:

There are **66** LEO MCSAP positions statewide (Troops A-H) who are dedicated 100% of the time to MCSAP activities. In essence, these positions are directly reserved for CVSA certified members who are doing 100% MCSAP eligible activities with all of their time.

There are **8** LEO MCSAP Sergeant positions in the field, one for each troop. They are also dedicated to MCSAP supervisory activities 100% of the time.

There are **4** LEO MCSAP positions (Lieutenant; Captain; Sergeant and First Sergeant) at Headquarters that serve as the MCSAP administrator and administrative staff. They are also dedicated to MCSAP supervisory activities 100% of the time.

There are **2** civilian members (Auditor-MCSAP) funded 100% by MCSAP who were previously funded by the new entrant auditor program, however the scope of their duties is better fit for MCSAP basic.

There are **9** civilian support positions at Headquarters and Technical Services that are designated to MCSAP support activities 100% of the time.

1. Tech Support Specialist: Position located at our Technical Services Unit dealing with MCE application and software for the MCSAP programs.

2. Tech Support Analyst: Position located at Technical Services Unit dealing with MCE applications and software for the MCSAP programs.

3. Information Processing Assistant: Position located at HQ and handles all Data Q's and inspection information for the MCSAP program.

4. Data Entry Operator: Position located and HQ and handles all inspection reports and correspondences related to the MCSAP program.

5. Processing Assistant: Position located at HQ and handles all MCSAP related internal correspondences, office duties, processing invoices, etc, needed to support the MCSAP program.

6. Processing Tech: Position located at HQ and handles all uploads and internal data as it relates to inspections, etc. works with DMV on collisions involving CMV's.

7. Data Entry Operator II: Position located at HQ and handles inspection reports and payments for OOS fines, etc.

8. Social Research Specialist- Position located at HQ and manages the MCSAP grant to include financial and programmatic duties and responsibilities.

9. Civilian Trainer- Position located at HQ and provides training to the MCE troopers to support the roles and responsibilities of the troopers in the MCE program. (VACANT)

There are **2** New Entrant Auditor Coordinator/Supervisor Positions (Supervising New Entrant Auditors statewide) funded at 100%.

There are **14** New Entrant Auditors positions funded at 100%.

This is a TOTAL of **105 FULL TIME MCSAP positions funded by 100% MCSAP funds**.

Additionally, there are **2 positions funded at 25% each**, given their administrative responsibilities to the grant.

1.   Accountant

2.   Grants Manager

This is a GRAND TOTAL of **107 MCSAP-funded positions**.

Non-MCSAP Funded Positions

In addition to the Basic MCSAP-funded employees, the Patrol will provide **115** non-MCSAP funded Size and Weight troopers that contribute to almost half of the state's inspection total. These troopers will NOT be paid from MCSAP federal funds. Rather, these positions will be completely funded by State funds, but will contribute 45% to the state's overall inspection goal. The non-MCSAP-funded position breakdown is as follows:

115 non-funded Size and Weight sworn troopers assigned to 8 statewide Troops

Total Positions
There are a total of **222** positions contributing toward the MCSAP Basic program. The following table shows the total personnel available to the MCSAP program, whether these personnel are full or part time, the percent of time allocated to the program, whether they are MCSAP-funded, their inspection goal, and the relative percent of their time contributed toward the MCSAP inspection goals.

Description	Number of Personnel	Full / Part Time	Percent Time Allocated	MCSAP Funded?	Percent of Inspection Goal Contribution
MCSAP Troopers (Filled)	66	Full Time	100%	Yes	55%
MCSAP Sergeants	8	Full Time	100%	Yes	0%
MCSAP Administrative LEO's	4	Full Time	100%	Yes	0%
Civilian MCSAP Auditors	2	Full Time	100%	Yes	N/A
Civilian Support Personnel HQ	9	Full Time	100%	Yes	N/A
New Entrant Auditor Supervisor	2	Full Time	100%	Yes	N/A
New Entrant Auditor	14	Full Time	100%	Yes	N/A
Accountant	1	Part Time	25%	Yes	N/A
Grants Manager	1	Part Time	25%	Yes	N/A
S&W Troopers	115	Part Time	40%	No	45%

Inspection Program Goals

It is estimated that the NCSHP will complete 74,416 inspections this FFY2019. Each inspection is estimated at an average of 1.25 hours per inspection. The estimate of 1.25 hours per inspection is an aggregate estimate of the following activities: observation of the CMV to inspect, stopping the CMV in a safe location (which could include having the CMV follow the trooper to that location), removing needed equipment when conducting Level 1 inspections, time spend conducting the actual inspection, conducting all of the necessary information systems checks, completing the inspection report accurately, printing the inspection report, explaining the inspection/report to the driver (including answering questions from the driver), and lastly releasing the driver.

Inspection Program Strategies

North Carolina has a two-pronged approach for maximizing the effectiveness of its roadside inspection program.

1. *Allocation Model* - Roadside inspections are conducted by CVSA certified troopers throughout the state. In order to maximize the effectiveness of these roadside inspection activities, the NCSHP is utilizing FMCSA's Roadside Intervention Allocation Model (RIEM). The RIEM provides guidance for how many inspections and what level of inspection level should be conducted for each troop in order to avoid the most crashes and save the most lives.

 2. *COVERLAB Analytics* - Troop supervisors prioritize and target enforcement activities using map analytics to visualize relationships of crash locations to inspections and citations. This tool aids in identifying known problem areas and times statewide to more effectively allocate resources for reducing CMV crashes.

Emphasis will continue to be placed on maintaining the quality of inspections. This emphasis on a quality inspection program includes a three-pronged approach. This approach will be to:

1) Maintain successes and improve quality by selecting high-risk carriers for inspection screenings.

2) Adopt and continue to implement technology-driven screening and selection tools (i.e. LPRs).

3) Augment traffic enforcement program to include a minimum Level 3 inspection with every traffic citation on CMVs. The NCSHP will also monitor inspections quarterly using SafetyNet inspection data (e.g., conducted in FuelTaCS), including levels of inspections, data accuracy, data completeness, upload timeliness, and out-of-service rates to ensure the state is on track to meet inspection projections.

Lastly, the NCSHP strives for performance excellence. As such, Troop supervisors and command staff collectively track how each troop, and the state overall, is performing against the CVSP inspection goals. This is done using COVERLAB Analytics, and online data visualization performance measurement system. Troop supervisors use COVERLAB Analytics' "Scorecard" for continuously tracking overall inspection goals, inspection level percent, violation rates and out-of-service rates for each troop as well as each individual trooper. This tool identifies gaps in performance so that Troops can re-allocate resources for better operational planning.

Projected Goals for FY 2019 - 2021

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2019 - 2021. 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: NORTH CAROLINA STATE HIGHWAY PATROL

Enter the total number of certified personnel in the Lead agency: 181

Projected Goals for FY 2019 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	17139	1400	65	18604	25.00%
Level 2: Walk-Around	28891	1610	10	30511	41.00%
Level 3: Driver-Only	23037	1510	10	24557	33.00%
Level 4: Special Inspections	200	0	0	200	0.27%
Level 5: Vehicle-Only	89	0	455	544	0.73%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	**69356**	**4520**	**540**	**74416**	

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:	0
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2019:	0

Summary

Projected Goals for FY 2019 - Roadside Inspections Summary

Projected Goals for FY 2019 Summary for All Agencies					
MCSAP Lead Agency: NORTH CAROLINA STATE HIGHWAY PATROL **# certified personnel: 181**					
Subrecipient Agencies: **# certified personnel: 0**					
Number of Non-Funded Agencies: 0 **# certified personnel: 0** **# projected inspections: 0**					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	17139	1400	65	18604	25.00%
Level 2: Walk-Around	28891	1610	10	30511	41.00%
Level 3: Driver-Only	23037	1510	10	24557	33.00%
Level 4: Special Inspections	200	0	0	200	0.27%
Level 5: Vehicle-Only	89	0	455	544	0.73%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	**69356**	**4520**	**540**	**74416**	

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.
The NCSHP has set a projected inspection goal of 74,416 inspections for FY2019, FY2020, and FY2021. This goal is based on the amount of personnel that are currently assigned to our program and are certified to conduct NAS inspections. To provide further breakdown, the total projected inspection goal of 74,416 will be achieved by funded and non-funded personnel employed by the NCSHP. As listed in Section 1, program structure, there are 115 members employed by the NCSHP that are non-funded by the MCSAP grant that will assist funded personnel with meeting the projected goal. Non-funded personnel are completely supported by non-MCSAP funds. Therefore, inspections conducted by non-funded personnel will have a significant impact on our projected goals. Projected inspection goals for non-funded and funded personnel are listed below. Both goals make up our Total Projected Inspection Goals for FY2019, FY2020, and FY2021. Inspection Goals for funded personnel: 43,853 Inspection Goals for non-funded personnel : 30,563 Total projected inspection goals: 74,416 (funded and non-funded personnel)

Projected Goals for FY 2020 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	74416	0	0	74416
Enter total number of certified personnel	181	0	0	181
Projected Goals for FY 2021 Roadside Inspections				
Enter total number of projected inspections	74416	0	0	74416
Enter total number of certified personnel	181	0	0	181

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	49	62	53	45	55
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	29	15	20	17	15
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	20	47	33	28	40
Total Investigations	**98**	**124**	**106**	**90**	**110**
Total Security Contact Reviews		0	0	0	0
Total Terminal Investigations	0	0	0	0	0

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

Narrative Overview for FY 2019 - 2021

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 - 2021

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2019 - 2021.

Projected Goals for FY 2019 - 2021 - Investigations						
	FY 2019		**FY 2020**		**FY 2021**	
Investigation Type	**Interstate**	**Intrastate**	**Interstate**	**Intrastate**	**Interstate**	**Intrastate**
Compliance Investigations	50	0	50	0	50	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	15	0	15	0	15	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0	0
CSA On-Site Comprehensive	25	0	25	0	25	0
Total Investigations	**90**	**0**	**90**	**0**	**90**	**0**
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

Add additional information as necessary to describe the carrier investigation estimates.
The North Carolina State Highway Patrol currently has two civilian personnel conducting motor carrier compliance reviews. Our investigators receive their assignments from the Federal Motor Carrier Safety Administration's NC Division office, and Federal Programs Manager. Once assignments are received, they conduct enhanced investigations of motor carriers by performing compliance reviews. There is one full time employee that conducts carrier investigations full time and another member who is committed fifty percent of the time.

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

The North Carolina State Highway Patrol's State Carrier Intervention efforts currently entail those that are already detailed from the FMCSA. The NCSHP only conducts CR's that are assigned to us by the FMCSA. There are currently two (2) civilian auditors that perform CR's. The assignments they receive are from the FMCSA because FMCSA Investigators and the New Entrant Auditors do not do these types of investigations. This program mirrors the Federal program and practices.

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.
The number of compliance review's to be completed is dependent on the number of CR's assigned by the FMCSA. The North Carolina State Highway Patrol does not assign any CR's. We will measure the qualitative components of our carrier intervention program by observing the safety scores of the carriers that have received this intervention.

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	5623	11891
01/01/2016	12/31/2016	4867	16137
01/01/2015	12/31/2015	6071	21954
01/01/2014	12/31/2014	7326	20537
01/01/2013	12/31/2013	6700	15984

☑ **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		
01/01/2017	12/31/2017		14996
01/01/2016	12/31/2016		25806
01/01/2015	12/31/2015		34557
01/01/2014	12/31/2014		30392
01/01/2013	12/31/2013		22615

Enter the source and capture date of the data listed in the tables above.
NCSHP CAD, 5/30/2018 and MCMIS, 5/30/2018

Narrative Overview for FY 2019 - 2021

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*](#)*.*

CMV traffic enforcement stops with an inspection are conducted by MCE NCSHP troopers. All MCE traffic enforcement stops include a minimum of a Level 3 inspection. The NCSHP does currently capture citations charges and warning counts for traffic stops with an inspection.

CMV traffic enforcement stops without inspection are not conducted by MCE NCSHP troopers. Non-CMV traffic enforcement stops are conducted by MCE NCSHP troopers on passenger vehicles. The number of citations and warnings are captured but not the number of "stops". These "stops" are not captured on the NCSHP CAD system, but are captured by the State Bureau of Investigation (SBI). However, the NCSHP does not have access to SBI systems. The number of citations and warnings issued are counted as number of citation charges and warnings (multiple charges can occur per citation).

==******12/6/18 Update*******==

The NCSHP will develop a manual tracking system for Non-CMV traffic enforcement stops and will provide that data when reporting on program performance.

North Carolina will allocate 181 sworn troopers toward CMV traffic enforcement activities. These troopers will conduct enforcement activities in high CMV crash corridors, during days and times specific to each troop's geographic area, and identified using COVERLAB Analytics data visualization dashboards and maps.

North Carolina's Traffic Enforcement:

North Carolina anticipates that CMV and non-CMV traffic enforcement for FY2019, FY2020, and FY2021 will be similar to the activity for calendar year 2017. These are anticipations only, which are based on past activity.

North Carolina issued 11,891 CMV traffic citations/warnings, and 14,996 non-CMV traffic citations/warnings during calendar year 2017. North Carolina does not conduct CMV traffic enforcement activities without an inspection. **The numbers listed above are not goals or quotas**.

North Carolina cannot set a traffic enforcement goal for CMV's or non-CMV's because a goal could be considered a quota. Therefore, North Carolina has reported past activity as an indicator of future program performance. A letter from the NCDPS/NCSHP legal department is attached that further explains why North Carolina will not set a goal in traffic enforcement categories but will only report past performance instead.

_____

Action Plan:

North Carolina's action plan is to use last year's non-cmv/cmv traffic enforcement activity to project potential future activity.

Furthermore, the NCSHP will draft a clear and concise directive for enforcement members that will clarify that the non-cmv/cmv traffic enforcement "goals" listed in the CVSP are **NOT** quotas that **must** be met, but rather are a reported number of non-cmv/cmv traffic enforcement stops that we could possibly anticipate conducting which is based on past program performance. The word "goal" is terminology that is used in the ECVSP reporting document provided by the FMCSA. It is not the wording that the NCSHP would prefer, because it could present potential legal issues. Therefore, the NCSHP is defining "goal" as potential performance only.

_____

What is North Carolina's Level of Effort for CMV enforcement?
CMV with Inspection - All NCSHP Motor Carrier Enforcement (MCE) troopers will conduct a minimum Level 3 inspection with every CMV traffic enforcement activity. Activities for this area are specified below.

CMV without Inspection – MCE troopers will not conduct traffic enforcement operations without conducting at least a Level 3 inspection. Non-MCE troopers will conduct some CMV traffic enforcement stops without an inspection, but not as part of the MCSAP Basic grant. State law prohibits setting a goal for how many traffic enforcement stops shall be conducted.

Comprehensive and high visibility enforcement in high risk locations and corridors (special enforcement details) - The NCSHP will conduct Wolf-Pack/Saturation Patrols and RADAR/LIDAR operations statewide**.** These activities will be conducted in high fatal and serious injury corridors and prioritized based on high crash locations, contributing factors, and time of day / day of week. The NCSHP will continue to partner with local law enforcement agencies for ramping up focused enforcement interventions on CMVs.

How does North Carolina Allocate Resources for Meeting Traffic Enforcement Goals?
Troop supervisors prioritize and target enforcement activities using COVERLAB Analytics, a data visualization application provided by NC States' Commercial Vehicle Enforcement Resource Lab. COVERLAB Analytics shows locations, time-of-day and day-of-week and contributing circumstance profiles for each troop, and is used by command and field supervisors to visualize relationships of crash locations to inspections and citations. This tool aids in identifying known problem areas and times statewide for more effectively allocating resources to reduce CMV crashes.

Moving forward in FY2019, NCSHP will work in conjunction with our Technical Services Unit and our North Carolina Department of Transportation (NCDOT) IT partners to assist in reporting private vehicle enforcement activity initiated in and around CMV's for all personnel assigned to the MCE (MCSAP) program.

What are North Carolina's CMV Traffic Enforcement Activities?

1. MCSAP Troopers will continue to conduct visual observations and cite CMV drivers operating a CMV while talking on a cell phone during peak truck traffic times. (6a-6p)

2. MCSAP Troopers will continue to observe and cite seat belt violations at weigh stations and on state maintained roads.

3. Continue to conduct quarterly Wolf-Pack operations with local law enforcement agencies in high crash corridors statewide.

4. Continue to conduct major CMV traffic enforcement special operations (e.g. Port Checks, Wolf-Packs, Operation DRIVE and Operation CMV Crash Reduction)

5. Continue to conduct passenger vehicle traffic enforcement focusing on aggressive driving (following too close, erratic lane changes, cutting off) behaviors in and around the vicinity of CMVs.

What are North Carolina's Traffic Enforcement Strategies?

The NCSHP will employ a two-tiered strategy for prioritization of traffic enforcement activities to maximize efficiency and effectiveness of its resource pool. This strategy is outlined below.

 1. *High crash corridors* – First, the NCSHP will focus traffic enforcement activities and high-visibility traffic enforcement campaigns on sections of highway that have been geographically identified as high crash corridors. These "top 5" fatal and serious injury CMV crash corridors will be identified by NC State University's Commercial Vehicle Enforcement Resource Lab (COVERLAB) for prioritizing resources based on fatal and serious injury totals.

3. *Non-MCE Trooper Coordination* – The second traffic enforcement strategy for will be to coordinate traffic

enforcement activities with the 'traditional' non-CMV enforcement side of the NCSHP. This coordination be in concert with North Carolina's Vision Zero (NCVZ) initiative, a statewide effort to reduce traffic fatalities among all safety stakeholders. As part of this initiative, non-MCE troopers apply data-driven enforcement strategies by tracking trends and patterns with NC Vision Zero Analytics (NCVZA), a data visualization and performance measurement tool provided by NC State University. NCVZA helps NCSHP identify the types of activities and levels of enforcement resources to address known problem times and locations by exposing specific behaviors that contributed to the crashes, crash locations, time of day and day of week.

Projected Goals for FY 2019 - 2021

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2019 - 2021. 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.

Yes	No	Traffic Enforcement Activities	Enter Projected Goals (Number of Stops only)		
			FY 2019	FY 2020	FY 2021
⦿	○	CMV with Inspection	11891	11891	11891
○	⦿	CMV without Inspection			
⦿	○	Non-CMV	14996	14996	14996
○	⦿	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)			

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
74416	90	1430	75936	48954

Describe how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.
North Carolina believes moving violations are the principal cause of collisions for both passenger and commercial vehicles. Therefore, our program will place emphasis on specific collision-causing violations such as speeding, failing to maintain lane, following too closely, failure to reduce speed, careless and reckless driving, etc. North Carolina will monitor these efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority by correlating these types of violations with crash reduction trends.

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	Core CVISN Compliant	No
PRISM	Less Than Full Participation	No

Avaliable 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: North Carolina Department of Public Safety

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency: North Carolina Department of Public Safety

Narrative Overview for FY 2019 - 2021

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.
North Carolina is committed to expanding and enhancing data quality, completeness, and timeliness regarding Commercial Motor Vehicle Enforcement actions. As part of this commitment to process improvement, North Carolina began to implement PRISM requirements in 2003. North Carolina has successfully implemented most of the requirements according to an implementation review conducted by the PRISM review team in Feb 2018. In cooperation with IRP and SHP, North Carolina has and is committed to moving forward to PRISM Enhanced Participation as soon as possible.

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to implement full participation in PRISM.
North Carolina currently has draft legislation in place to deny and suspend for all Federal Out of Service Orders as required for full participation. The Patrol has provided revisions to General Statute 20-381 and 20-110 to our legislative liaisons. These revisions have

been brought to the legislature for consideration at this time. We hope to get these changes enacted in this year's short session. Once the revisions to statutes have taken place the IRP section will begin enforcement based upon the factors noted, and North Carolina will achieve full PRISM compliance.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.
To measure progress on this change, North Carolina will continue to meet with General Assembly members while the session is in progress to ensure this legislation is passed. Additionally, the Highway Patrol and IRP staff will work together and continue to hold quarterly meetings to monitor progress of the legislative actions to achieve full PRISM compliance.

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-CMVs 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	231	420	399	244	230
CMV Safety Belt Education and Outreach	323	430	407	358	450
State Trucking Association Meetings	2	2	2	2	2
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	7	12	4	8	8
Teen Safety Events	39	53	33	77	29

Narrative Overview for FY 2019 - 2021

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.

PERFORMANCE OBJECTIVE

North Carolina's Public Education and Awareness program is focused on providing CMV Safety education across North Carolina to help decrease the number and severity of CMV crashes. The performance objective will be to provide presentations and outreach to local law enforcement agencies, the judicial community, the industry and the motoring public to educate them on CMV safety issues, regulations, seat belt and state regulatory changes. All full time MCSAP funded employees will participate in these activities. This strategy contains multiple approaches targeted at specific audiences:

1. General Motoring Public / Teen/Older Drivers

2. Trucking / Passenger Carrier Industry

3. Law Enforcement Agencies / Judicial community.

The public education and outreach goal is an estimate of the number of public education and outreach activities conducted.

ACTIVITIES

1) General Motoring Public / Teen / Older Drivers

Conduct Public Service Announcements (PSA) directed at the motoring public and the trucking industry. Increase Patrol social media postings about commercial motor vehicle enforcement safety projects. MCE members will conduct educational outreach events to churches that operate passenger-carrying vehicles. Each traffic safety presentation conducted by MCE members will include a specific section that focuses on commercial motor vehicle seatbelt usage. The NCSHP has partnered with NC Farm Bureau, NC Trucking Association and various motor carriers statewide for conducting industry-specific commercial motor vehicle safety presentations across the state.

The NCSHP will continue to provide CMV highway safety presentations to motor carriers and public organizations when requested. The NCSHP believes that these presentations, along with other types of media provided to the

motoring public, will help reduce the number of CMV related crashes. Each troop has an assigned Traffic Safety Information (TSI) trooper to conduct CMV presentations within their respective troop. An additional outreach method is the practice of CMV safety promotional items including the Trucker's Against Trafficking (TAT) programs. These materials are distributed to the public at North Carolina weigh stations.

2) Trucking / Passenger Carrier Industry

The NCSHP conducts CMV safety awareness presentations at various industry meetings, conferences, and truck driving schools. These presentations included topics of the FAST ACT, CSA, inspection procedures, aggressive driving behaviors, texting while driving, seat belt usage, load securement, and how to apply for a USDOT-NC number.

3) Law Enforcement / Judicial Community

The NCSHP will continue to conduct CMV awareness training to law enforcement agencies to increase their knowledge of CMV laws and how to effectively stop CMVs safely on public roads within their jurisdictions and properly report CMV crashes. These activities provide educational information to the judicial community to improve their knowledge of CMV laws and regulations. The NCSHP will also seek to increase CMV adjudication rates for CMV convictions as written on traffic citations. In the past the NCSHP has encountered obstacles in educating and getting the judicial community statewide to understand the FMCSR regulations as well as CMV laws. This is still and ongoing issue. To address this issue, NCSHP personnel will continue conversations with the judicial community to find the most effective venues to conduct CMV presentations.

Projected Goals for FY 2019 - 2021

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.

Yes	No	Activity Type	Performance Goals		
			FY 2019	FY 2020	FY 2021
⦿	◯	Carrier Safety Talks	300	300	300
⦿	◯	CMV Safety Belt Education and Outreach	300	300	300
⦿	◯	State Trucking Association Meetings	2	2	2
◯	⦿	State-Sponsored Outreach Events	0	0	0
⦿	◯	Local Educational Safety Events	8	8	8
⦿	◯	Teen Safety Events	10	10	10

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.

The number of presentations, duration, and attendees for each audience group will be recorded and reported quarterly.

1)   **General Motoring Public / Teen / Older Drivers** - The number of presentations to the general motoring public, young and older drivers, the presentation duration, and the number of attendees at these presentations.

3)   **Trucking / Passenger Carrier Industry** - Number of presentations made to trucking industry, the presentation duration, and number of attendees.

4)   **Law Enforcement / Judicial Community** - The number of presentations, the presentation duration, and number of law enforcement agencies participating in the training.

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 - 2021.

SSDQ Category	Current SSDQ Rating	Goal for FY 2019	Goal for FY 2020	Goal for FY 2021
Crash Record Completeness	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.
5/20/2018

Narrative Overview for FY 2019 - 2021

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.
North Carolina will continuously monitor SSDQ data on A&I to ensure continued "Good" status.

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
⦿	○	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.
⦿	○	Does your State conduct Group safety audits at non principal place of business locations?
○	⦿	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	936	1109	1301	1722	1682
Intrastate	0	0	0	0	0
Total Audits	**936**	**1109**	**1301**	**1722**	**1682**

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 - 2021

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 - 2021

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 - 2021 - New Entrant Safety Audits						
	FY 2019		**FY 2020**		**FY 2021**	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	201	0	255	0	255	0
# of Safety Audits (Offsite)	1229	0	1565	0	1565	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	**1430**	**0**	**1820**	**0**	**1820**	**0**
# of Non-Audit Resolutions	1007	0	1100	0	1100	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.

The North Carolina State Highway Patrol (NCSHP) has fourteen (14) civilian auditor positions dedicated to conducting New Entrant Audits in order to assist the Federal Motor Carrier Safety Administration (FMCSA) with the New Entrant Congressional mandate. In addition, there are two (2) coordinators which work closely with the FMCSA Federal & State Program Specialists to provide scheduling of assignments, assurance of accuracy in data submitted (safety audits), and act as a liaison between the auditors and the FMCSA personnel. The coordinators also conduct safety audits.

There are currently 2 vacancies in the New Entrant Audit Program. There is one (1) Auditor vacancy and one (1) New Entrant Coordinator vacancy. There are a total of 14 Auditor positions and 2 New Entrant Audit Coordinator positions. Currently, there are 11 auditors trained to conduct new entrant audits and three auditors that will need to be trained.

The projected goals in this FFY2019 grant application are based on the eleven (11) trained New Entrant Auditors funded by the Basic Grant. Although there are a total of 14 New Entrant Safety Auditor positions, the projected goals are based on the 11 occupied positions with trained New Entrant Safety Auditors. There are two vacant positions; both will be posted by the NCSHP for applications. Once these positions are filled, the NCSHP anticipates that it will take almost this entire grant year to get the new auditors trained and certified to conduct NAS inspections and New Entrant Safety Audits. One additional vacancy, which is the third vacancy, has been filled. The newly hired auditor will need new entrant audit training before he can complete audits. The same potentially applies to the vacant New Entrant Safety Coordinator position.

All auditors have been trained in accordance with FMCSA standards and have been through field, on-job-training (OJT) with the NCSHP New Entrant Audit Coordinator. Auditors are located throughout the state and conduct New Entrant safety audits which consist of a review of the carrier's safety management system.

The goal of the North Carolina State Highway Patrol New Entrant Safety Audit Program is to effectively and efficiently manage the workload of New Entrant carriers after entering into the Motor Carrier Management Information System (MCMIS) system, NEWS (New Entrant Web System), and Gotham (FMCSA's analysis system) by conducting safety audits within the allotted time frame for the specified carrier type (property/passenger).

The North Carolina State Highway Patrol New Entrant Safety Audit Program proposes to conduct 1,430 New Entrant safety audits within the statutory timeframe of FFY2019 by utilizing eleven (11) full-time New Entrant Safety Auditors and two (2) New Entrant Audit Coordinators. The additional three auditor positions, listed above, would not be able to contribute to the overall New Entrant Audit goal until they have completed all of the required training.

The 2020 & 2021 goals are based on 14 New Entrant Safety Auditor positions being filled and trained to conduct audits.

Activity Plan for FY 2019 - 2021: 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.

The statutory timelines for completing New Entrant safety audits are allotted at 12 months for property carriers and 120 days for passenger carriers.

Mitigating Actions: Group audits will be held on an as needed basis. Due to the offsite auditing process, group audits are not anticipated or planned at this time; however, New Entrant auditor in-service training will be conducted

annually.

The offsite process has assisted in maintaining the effectiveness and efficiency of our New Entrant Audit program by expediting the amount of time required to complete an audit. Offsite audits have led to reduced costs related to vehicle operation (gas, maintenance) as well as reduced man-hours per audit.

The New Entrant Safety Auditors report to the New Entrant Auditor Coordinators. The New Entrant Auditor Coordinators will monitor the NEWS (New Entrant Web System), Gotham, and MICMIS websites to monitor assignment list for each safety auditor assigned to them, and ensure that the New Entrant carriers that appear on these list are having safety audits completed within the specified time frame for the carrier type (property/passenger).

New Entrant grant funded personnel will conduct the appropriate number of safety audits required to meet the minimum federal standards set forth in 49 C.F.R. part 385, subpart C and have access to FMCSA information systems to upload inspection reports. NCSHP safety auditors are required to maintain their NAS/CVSA Level one and Hazardous Materials inspection certifications by conducting 32 Level one (including 8 Haz-Mat) inspections during each federal fiscal year (1 October – 30 September). In addition to their audit activities, each safety auditor is given sufficient time to complete their required certification inspections.

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.

The New Entrant Auditor Coordinators will monitor safety auditor inspection performance on a quarterly basis to ensure that each auditor assigned to them are working toward completing their required annual certification inspections in a sufficient and timely manner.

The New Entrant Audit Program Coordinators will monitor the individual work load assigned to each safety auditor on a monthly basis to ensure that the new audit timelines are being met which would prevent overdue carrier audits from appearing on the NEWS, MCMIS, and GOTHAM list. In addition to monthly monitoring, the New Entrant Audit Program Coordinator will also make contact with the appropriate auditor when any carrier is close to becoming overdue on the GOTHAM, NEWS, or MCMIS list. The New Entrant Coordinators will also ensure accuracy and completeness for audits that have been completed. They will closely monitor New Entrant Auditor performance to ensure they meet their goals. They will also document auditor performance as needed.

The NCSHP New Entrant Program is measured by carrier contacts (New Entrant Safety Audits, and non-audit resolutions) on a quarterly basis. Each auditor is given a goal of 130 audits per year. Individual auditor performance toward meeting their annual goal will be measured on a monthly basis by the New Entrant program coordinators. This will ensure they are on target to meet their specified goal. The agency NE goal will also be measured on a quarterly basis by NCSHP Headquarters personnel to ensure that the agency is on target to meet the overall audit performance goal as specified above. The Motor Carrier Management Information System (MCMIS) and GOTHAM will be utilized to assist with tracking individual New Entrant Auditor and agency New Entrant performance.

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 MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2019 - 2021).

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 - 2021

Enter your State's OOS Catch Rate percentage if below 85 percent: 50%

Projected Goals for FY 2019 - 2021: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2019	85
2020	85
2021	85

North Carolina's objective is to increase the identification rate of Federally OOS vehicles to 85%, compliant with FMCSA's national goals.

Program Activities for FY 2019 - 2021: 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.

1. Continue to utilize the safety rating dashboard available to field personnel via the FuelTacs system (North Carolina's version of Aspen). This dashboard provides an automatic check of the carriers safety status which checks credential information and whether a vehicle is in OOS status. In order to meet the goal of 85% catch rate, North Carolina will continue training of field personnel to ensure the proper steps and actions to take with enforcement of federal out of service orders.

2. Communication to the field will continue regarding the utilization of available technology to ensure the compliance and use of said technology. Monitoring will also take place at HQ via reports to ensure compliance.

3. Continue to monitor the FMCSA's monthly OOS report and make contact with field personnel who released federal OOS carriers during a stop.

4. Continue to deploy and utilize Virtual Weigh Stations, Fixed Weigh Station technologies including automated license plate readers (ALPRs) to assist enforcement members in becoming more effective.

5. Ensure enforcement members are utilizing Query Central during every inspection to check for current carrier status at the time of inspection. If a carrier is operating under a Federal OOS Order, the inspecting member will take the appropriate enforcement action. The NCSHP will hold members accountable for failing to conduct the required Federal OOS checks during every inspection.

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. Meet the federal OOS carrier catch rate of 85% or more with active OOS Orders.
2. Utilize monthly PRISM reports generated within our agency to monitor the performance measures for OOS orders.
3. Monitor reports and accountability for members /supervisors in the field.

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.**

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.

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 MCSAP CVSP Planning Memorandum 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 - 2021. 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.

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	$8,736,312.00	$1,540,493.00	$10,276,805.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	$1,540,493.00
MOE Baseline:	$595,164.20

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):	$1,540,493.00

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
New Entrant Auditor	14	100.0000	$48,000.00	$672,000.00	$571,200.00	$100,800.00	$0.00
Social Research Specialist	1	100.0000	$62,836.00	$62,836.00	$53,410.60	$9,425.40	$0.00
Technology Support Specialist	1	100.0000	$70,890.00	$70,890.00	$60,256.50	$10,633.50	$0.00
Technology Support Analyst - MCSAP	1	100.0000	$48,036.00	$48,036.00	$40,830.60	$7,205.40	$0.00
Information Processing Assistant - MCSAP	1	100.0000	$41,639.00	$41,639.00	$35,393.15	$6,245.85	$0.00
Data Entry Operator - MCSAP	1	100.0000	$35,186.00	$35,186.00	$29,908.10	$5,277.90	$0.00
Processing Assistant V	1	100.0000	$42,750.00	$42,750.00	$36,337.50	$6,412.50	$0.00
Processing Tech - MCSAP	1	100.0000	$44,264.00	$44,264.00	$37,624.40	$6,639.60	$0.00
Data Entry Operator II - MCSAP	1	100.0000	$35,586.00	$35,586.00	$30,248.10	$5,337.90	$0.00
Auditor-MCSAP	1	100.0000	$47,729.00	$47,729.00	$40,569.65	$7,159.35	$0.00
Auditor-MCSAP	1	100.0000	$57,230.00	$57,230.00	$48,645.50	$8,584.50	$0.00
Civilian Trainer	1	100.0000	$61,604.00	$61,604.00	$52,363.40	$9,240.60	$0.00
Accountant	1	25.0000	$56,288.00	$14,072.00	$11,961.20	$2,110.80	$0.00
Grants Manager	1	25.0000	$68,573.00	$17,143.25	$14,571.76	$2,571.49	$0.00
Sergeant	9	100.0000	$73,050.00	$657,450.00	$558,832.50	$98,617.50	$0.00
Trooper -MCSAP	66	100.0000	$64,202.00	$4,237,332.00	$3,601,732.20	$635,599.80	$0.00
Lieutenant	1	100.0000	$87,190.00	$87,190.00	$74,111.50	$13,078.50	$0.00
First Sergeant	1	100.0000	$79,730.00	$79,730.00	$67,770.50	$11,959.50	$0.00
Captain	1	100.0000	$95,351.00	$95,351.00	$81,048.35	$14,302.65	$0.00
New Entrant Auditor Coordinator	2	100.0000	$54,700.00	$109,400.00	$92,990.00	$16,410.00	$0.00
MOE Estimated-MCSAP Troopers	66	0.0000	$64,202.00	$0.00	$0.00	$0.00	$400,000.00
Non-MCASP (S&W Troopers) that complete inspections	115	0.0000	$64,202.00	$0.00	$0.00	$0.00	$200,000.00
Subtotal: Salary				$6,517,418.25	$5,539,805.51	$977,612.74	$600,000.00
Overtime Project Costs						
Subtotal: Overtime				$0.00	$0.00	$0.00	$0.00
TOTAL: Personnel				$6,517,418.25	$5,539,805.51	$977,612.74	$600,000.00
Accounting Method:	**Cash**						

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

MCSAP-Funded Positions
The Basic MCSAP grant funds a total of **107 positions dedicated to MCSAP activities, 105** of which are dedicated **100% full-time** and **2** of which are dedicated **25% part-time**. These positions consist of both sworn law enforcement officers and civilian personnel. The MCSAP-funded breakdown is as follows:

There are **66** LEO MCSAP positions statewide (Troops A-H) who are dedicated 100% of the time to MCSAP activities. In essence, these positions are directly reserved for CVSA certified members who are doing 100% MCSAP eligible activities with all of their time.

There are **8** LEO MCSAP Sergeant positions in the field, one for each troop. They are also dedicated to MCSAP supervisory activities 100% of the time.

There are **4** LEO MCSAP positions (Lieutenant; Captain; Sergeant and First Sergeant) at Headquarters that serve as the MCSAP administrator and administrative staff. They are also dedicated to MCSAP supervisory activities 100% of the time.

There are **2** civilian members (Auditor-MCSAP) funded 100% by MCSAP who were previously funded by the new entrant auditor program, however the scope of their duties is better fit for MCSAP basic.

There are **9** civilian support positions at Headquarters and Technical Services that are designated to MCSAP support activities 100% of the time.

1. Tech Support Specialist: Position located at our Technical Services Unit dealing with MCE application and software for the MCSAP programs.

2. Tech Support Analyst: Position located at Technical Services Unit dealing with MCE applications and software for the MCSAP programs.

3. Information Processing Assistant: Position located at HQ and handles all Data Q's and inspection information for the MCSAP program.

4. Data Entry Operator: Position located and HQ and handles all inspection reports and correspondences related to the MCSAP program.

5. Processing Assistant: Position located at HQ and handles all MCSAP related internal correspondences, office duties, processing invoices, etc, needed to support the MCSAP program.

6. Processing Tech: Position located at HQ and handles all uploads and internal data as it relates to inspections, etc. works with DMV on collisions involving CMV's.

7. Data Entry Operator II: Position located at HQ and handles inspection reports and payments for OOS fines, etc.

8. Social Research Specialist- Position located at HQ and manages the MCSAP grant to include financial and programmatic duties and responsibilities.

9. Civilian Trainer- Position located at HQ and provides training to the MCE troopers to support the roles and responsibilities of the troopers in the MCE program. (VACANT)

There are **2** New Entrant Auditor Coordinator/Supervisor Positions (Supervising New Entrant Auditors statewide) funded at 100%.

There are **14** New Entrant Auditors positions funded at 100%.

This is a TOTAL of **105 FULL TIME MCSAP positions funded by 100% MCSAP funds**.

Additionally, there are **2 positions funded at 25% each**, given their administrative responsibilities to the grant.

1. Accountant

2. Grants Manager

This is a GRAND TOTAL of **107 MCSAP-funded positions**.

The MOE ($400,000.00) will be met by MCSAP Troopers(66 positions) that complete inspections. The NCSHP will not voucher the FMCSA for this amount of salary.

The $200,000.00 in-kind match will be met by state appropriated S&W Troopers (115 positions) that complete eligible instections.

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 x 64.8 x 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.

Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Fringe Benefits Project Costs							
New Entrant Auditor	26.5100	100.0000	$672,000.00	$178,147.20	$151,425.12	$26,722.08	$0.00
Social Research Specialist	26.5100	100.0000	$62,836.00	$16,657.82	$14,159.15	$2,498.67	$0.00
Technology Support Specialist	26.5100	100.0000	$70,890.00	$18,792.93	$15,974.00	$2,818.93	$0.00
Technology Support Analyst	26.5100	100.0000	$48,036.00	$12,734.34	$10,824.19	$1,910.15	$0.00
Information Processing Assistant	26.5100	100.0000	$41,639.00	$11,038.49	$9,382.72	$1,655.77	$0.00
Auditor-MCSAP	26.5100	100.0000	$47,729.00	$12,652.95	$10,755.01	$1,897.94	$0.00
Auditor-MCSAP	26.5100	100.0000	$57,230.00	$15,171.67	$12,895.92	$2,275.75	$0.00
Civilian Trainer	26.5100	100.0000	$61,604.00	$16,331.22	$13,881.54	$2,449.68	$0.00
Accountant	26.5100	25.0000	$56,288.00	$3,730.48	$3,170.91	$559.57	$0.00
Grants Manager	26.5100	25.0000	$68,573.00	$4,544.67	$3,862.97	$681.70	$0.00
Trooper-MCSAP	31.5100	100.0000	$4,237,332.00	$1,335,183.31	$1,134,905.81	$200,277.50	$0.00
Sergeant	31.5100	100.0000	$657,450.00	$207,162.49	$176,088.12	$31,074.37	$0.00
Lieutenant	31.5100	100.0000	$87,190.00	$27,473.56	$23,352.53	$4,121.03	$0.00
First Sergeant	31.5100	100.0000	$79,730.00	$25,122.92	$21,354.48	$3,768.44	$0.00
Captain	31.5100	100.0000	$95,351.00	$30,045.10	$25,538.34	$4,506.76	$0.00
New Entrant Auditor Supervisor	26.5100	100.0000	$109,400.00	$29,001.94	$24,651.65	$4,350.29	$0.00
Data Entry Operator	26.5100	100.0000	$35,186.00	$9,327.80	$7,928.63	$1,399.17	$0.00
Data Entry Operator II	26.5100	100.0000	$35,586.00	$9,433.84	$8,018.77	$1,415.07	$0.00
Medical Benefits	100.0000	100.0000	$640,920.00	$640,920.00	$544,782.00	$96,138.00	$0.00
Longevity	100.0000	100.0000	$133,359.82	$133,359.82	$113,355.85	$20,003.97	$0.00
TOTAL: Fringe Benefits				**$2,736,832.55**	**$2,326,307.71**	**$410,524.84**	**$0.00**

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

Basic: Fringe benefits are calculated as a summation of the actual fringe benefits per employee and include: Longevity Pay, Social Security, Health Insurance, Retirement contribution, Flex Spending Account, Disability, LEO Separation Allowance and Workers Compensation. The amount included here is a projection based on the current personnel that are assigned to do inspections for a percentage of time. The costs of fringe are provided under written leave policies and are equitably allocated to all related activities and the cash accounting basis is consistently followed by the state.

A spreadsheet generated by Beacon, the state's time and attendance system, with the projected breakdown of the salary and fringe of each individual can be submitted upon request. The figures listed above are a best-estimate of the fringe benefits associated with personnel costs for billable MCSAP activities. For example, even though personnel may have the same working title (i.e., trooper) they could have different rates of retirement contribution (longevity) or vacation. Therefore individual actual fringe may be different.

The specific amount will be included with each voucher as supporting documentation and will reflect the actual amount of fringe benefits. Fringe Benefits include:
Social Security is 7.65%,
Retirement Contribution is 18.86% (Civilian) and 23.86% (Sworn)
Health insurance is a specific amount ($6,104) * This base rate was multiplied by the number of FTE positions allocated in the grant (105)
Longevity depends on years of service (varies)

Sworn=31.51%
Civilian=26.51%

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
ITS Conference	2	4	100.0000	$3,674.00	$3,122.90	$551.10	$0.00
FMCSA Workshop	8	4	100.0000	$12,496.00	$10,621.60	$1,874.40	$0.00
COHMED	2	6	100.0000	$5,186.00	$4,408.10	$777.90	$0.00
FMCSA Training	8	4	100.0000	$7,696.00	$6,541.60	$1,154.40	$0.00
NAIC	3	8	100.0000	$7,572.00	$6,436.20	$1,135.80	$0.00
MCE (Spring)	70	3	100.0000	$24,759.00	$21,045.15	$3,713.85	$0.00
NE Auditor Regional	2	4	100.0000	$2,162.00	$1,837.70	$324.30	$0.00
NE Travel	16	2	100.0000	$3,772.80	$3,206.88	$565.92	$0.00
Port Checks	120	8	100.0000	$56,592.00	$48,103.20	$8,488.80	$0.00
CVSA Conference (Fall and Spring)	10	12	100.0000	$40,860.00	$34,731.00	$6,129.00	$0.00
TOTAL: Travel				**$164,769.80**	**$140,054.33**	**$24,715.47**	**$0.00**

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.
ITS Conference:
2 personnel *4 days*40.50 per day (per diem)
Flight (600 per person) to include baggage fee and shuttle
Hotel (200 per night)
Registration 275/person

FMCSA Workshop:
8 personnel *4 days*40.50 per day (per diem)
Flight (600 per person) to include baggage fee and shuttle
Hotel (200 per night)

CVSA (Fall/Spring):
10 personnel *12 days*40.50 per day (per diem)
Flight (600 per person) to include baggage fee and shuttle
Hotel (200 per night)
Registration 550/person

COHMED:
2 personnel *6 days*40.50 per day (per diem)
Flight (600 per person) to include baggage fee and shuttle
Hotel (200 per night)
Registration 550/person

FMCSA Grant Training:
 8 personnel *4 days*40.50 per day (per diem)
Hotel (200 per night)

NAIC:
3 personnel *8 days*40.50 per day (per diem)
Flight (600 per person) to include baggage fee and shuttle
Hotel (200 per night)

MCE (Spring):
70 personnel *3 days*37.90 per day (per diem)
Hotel (80 per night)

New Entrant Auditor Regional Training
2 personnel *4 days*40.50 per day (per diem)
Flight (600 per person) to include baggage fee and shuttle
Hotel (200 per night)

New Entrant Auditor Travel
16 personnel *2 days*37.90 per day (per diem)
Hotel (80 per night)

Port Checks (2)
60 personnel*4 days *37.90 per day (per diem)
Hotel (80 per night)

In response to the questions asked:

The CVSA conference is for a total of 10 participants at each conference (Fall and Spring). Typically, we like to have a voting member represented on each conference committee, with some committees having 2 representatives. The committees we prefer to have 2 voting members on are: Driver-Traffic Committee and Vehicle Committee. The remaining committees have one voting member and are as follows: Crash Data & Investigation Standards Committee; Hazardous Materials Committee; Passenger Carrier Committee; Enforcement & Industry Modernization Committee; Training Committee; Policy and Regulation Committee; and Information Systems Committee. Representation on these committees benefits the agency because it gives the agency a voice on the CVSA out of service criteria and also allows our input regarding CVSA operational policy. It also provides the opportunity to network with others involved in the industry across the nation and discuss best practices and training processes. Committee representation provides the agency with a unified voice for petitioning FMCSA and congress with issues the states are facing involving the CMV industry.

Information Technology System (ITS)

Federal Motor Carrier Safety Alliance (FMCSA)

Cooperative Hazardous Materials Enforcement Development (COHMED)

North American Inspectors Championship (NAIC)

Commercial Vehicle Safety Alliance (CVSA)

Motor Carrier Enforcement Conference:

The NCSHP Motor Carrier Enforcement (MCE) Conference is our internal state conference for supervisors assigned to the MCE program. This is our annual conference where we conduct report-outs of statewide/troop MCSAP inspection stats, Troop CVSP report-outs, statewide/troop crash stats, plan enforcement projects, and provide insight for educational training that our troopers provide to the industry. During the MCE conference we usually have the FMCSA division administrator speak as well as other industry partners. In attendance are our research partners that assist the NCSHP with programmatic performance.

Port Check Operation:

Port Checks are large scale, concentrated, CMV/Haz-Mat inspection focused enforcement operations that the NCSHP hosts twice a year. These operations are usually 3 days in duration. We conduct them around Wilmington & Morehead City where the two state ports in N.C. are. During Port Checks we partner with the N.C. Port Authority, local police departments, local sheriff's departments, U.S. Coast Guard, Port Police, U.S. Customs, N.C. DMV License & Theft Bureau, and FMCSA special agents. We deploy troopers from across that state to work these events and lodge them in one location.

ITS Training:

CVSA Data Management, Quality and FMCSA Systems Training is a three-day event designed to fulfill the state users' training needs on FMCSA software systems. It will be packed with hands-on training, exercises, best practices and guidance on SAFETYNET, DataQs, Portal and other FMCSA systems. The training will focus on how to manage your inspection and crash data, crash scenarios, identifying and correcting problems; stream lining your data quality and uniformity standards.

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
Vehicles	11	$33,000.00	100	$363,000.00	$308,550.00	$54,450.00	$0.00
TOTAL: Equipment				**$363,000.00**	**$308,550.00**	**$54,450.00**	**$0.00**
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 patrol request to purchase 11 new vehicles that will replace vehicles that have reached their life expectancy as described in the states vehicle replacement policy. The vehicles will be utilized to carry out eligible grant duties needed to carry out the scope of the grant.   The vehicles cost about $33,000 per vehicle and will be used towards eligible grant activities.

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
Regulation Books- Out of Service	3200	$21.00	100.0000	$6,720.00	$5,712.00	$1,008.00	$0.00
Regulation Book-FMCSR Handbook	3200	$7.00	100.0000	$2,240.00	$1,904.00	$336.00	$0.00
Regulation Book-49CFR	3200	$19.00	100.0000	$6,080.00	$5,168.00	$912.00	$0.00
Office Supplies	120	$285.00	100.0000	$3,420.00	$2,907.00	$513.00	$0.00
Creepers	44	$156.00	100.0000	$6,864.00	$6,864.00	$0.00	$0.00
Stapler	1	$10.00	100.0000	$10.00	$10.00	$0.00	$0.00
TOTAL: Supplies				**$25,334.00**	**$22,565.00**	**$2,769.00**	**$0.00**

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

Regulation Books for BASIC and New Entrant: (320)

Out of Service: $21 each ; FMCSR: $7 each and 49 CFR: $19 each

Office Supplies: $285/month (to include paper, pens, ink, etc...)

The following items are needed equipment for the vehicles:

Mobile Printer, Printer Armrest; Panasonic MDC; AC Adaptor, Docking Station and Lighting

The equipment listed are all items needed to equip the trooper with and aid in performing job duties that aid in performing eligible inspections.

The request for 320 regulation books supports the need for extra books that are needed due to transferring new members into the program. These books are part of the materials that the new member will need for the training class. This request also supports the need for extra books that may become damaged while in a members possession.

The current MCSAP program TV/monitor is going out and the staff would like to replace. We utilize this TV/monitor to connect the computer when hosting meeting and discussing MCSAP program data for all meeting attendees to review the data and follow along with the meeting.

Creepers are used for MCSAP Troopers in the field to conduct inspections. The cost per unit is $156. We are

requesting to purchase 44 (2 schools per year with at least 22 people per class).

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
NCSU (ITRE)	EIN 566000756	Contract	100.0000	$250,000.00	$212,500.00	$37,500.00	$0.00
Description of Services: Analytical Fees							
TOTAL: Contractual and Subaward				**$250,000.00**	**$212,500.00**	**$37,500.00**	**$0.00**

Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.
ITRE provides critical program evaluation services, analysis tools, research and training that assist with developing and improving state and troop-level operational enforcement planning. ITRE has continuously maintained support of the MCE MCSAP program since 2005, and has supported CMV crash mapping efforts since 2001. During this period, a number of analysis and program evaluation capabilities have been developed by ITRE, and made available via NC State University's Commercial Vehicle Enforcement Resource Lab (COVERLAB). COVERLAB-developed analytic tools and resources are actively being used by Troop command staff and supervisors for tracking and improving MCSAP measurable goals and objectives. The MCSAP program relies on the continuation of this partnership to ensure both program continuity as well as the efficient use of enforcement resources by virtue of

developing 'smart' strategies.

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
CVSA Membership	1	$14,800.00	100.0000	$14,800.00	$12,580.00	$2,220.00	$0.00
NCID User Fee	105	$118.68	100.0000	$12,461.40	$10,592.19	$1,869.21	$0.00
Microsoft Enterprise	105	$245.00	100.0000	$25,725.00	$21,866.25	$3,858.75	$0.00
Office Phones(Troop H)	1	$300.00	100.0000	$300.00	$255.00	$45.00	$0.00
Lease Office Utilities	5	$1,500.00	100.0000	$7,500.00	$6,375.00	$1,125.00	$0.00
Office Space for MCSAP Field Offices	1	$56,532.00	100.0000	$56,532.00	$48,052.20	$8,479.80	$0.00
Postage, Freight and Delivery	12	$250.00	100.0000	$3,000.00	$2,550.00	$450.00	$0.00
CVSA Decals	13000	$0.30	100.0000	$3,900.00	$3,315.00	$585.00	$0.00
Air Cards	103	$480.00	100.0000	$49,440.00	$42,024.00	$7,416.00	$0.00
Phones	31	$720.00	100.0000	$22,320.00	$18,972.00	$3,348.00	$0.00
DCI User License	66	$144.00	100.0000	$9,504.00	$8,078.40	$1,425.60	$0.00
CradlePoint	11	$1,133.00	100.0000	$12,463.00	$10,593.55	$1,869.45	$0.00
Maintnenance Contract	1	$1,500.00	100.0000	$1,500.00	$1,275.00	$225.00	$0.00
TOTAL: Other Costs				**$219,445.40**	**$186,528.59**	**$32,916.81**	**$0.00**

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

Microsoft Enterprise Agreement for MCSAP and New Entrant: $245 (per person)-89 MCSAP and 16 NE=105 personnel

NCID User Fee: $9.89 per month/person ($118.68 year/person)- 89 MCSAP and 16 NE=105 personnel

Office Space for 4 MCSAP District Offices (leases vary by location)

Postage, Freight and Delivery: $250/month

Cell Phone: $60 (month) X 12 months X 31 personnel (8 Sgts, 5 HQ staff and 16 NE Auditors and 2 BASIC Auditors)

Air Card: $40 (month) x12 months X 103 personnel (66 Field Troopers; 8 Sgts; 11 HQ Staff; 18 Auditors)

Maintenance contracts covers extended warranties, regularly scheduled maintenance (copiers, printers) and other maintenance agreements on equipment.

Troop H Office Phone: $25 month (12 months)= $300

Lease Office Utilities: Average $1,500 per month (per office)

DCI User fees: $144/year (x 66 MCSAP Troopers)

The Division of Criminal Investigation (DCI) user fees are necessary by troopers to run driver's license checks; wanted persons and NLETS. Typically, these cost have been covered by the agency, however the agency has passed these cost down to the programs/positions that they are associated with.

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	$8,736,312.00	$1,540,493.00	$10,276,805.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	$1,540,493.00
MOE Baseline:	$595,164.20

Estimated Expenditures			
Personnel			
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
New Entrant Auditor	$571,200.00	$100,800.00	$672,000.00	$0.00
Social Research Specialist	$53,410.60	$9,425.40	$62,836.00	$0.00
Technology Support Specialist	$60,256.50	$10,633.50	$70,890.00	$0.00
Technology Support Analyst - MCSAP	$40,830.60	$7,205.40	$48,036.00	$0.00
Information Processing Assistant - MCSAP	$35,393.15	$6,245.85	$41,639.00	$0.00
Data Entry Operator - MCSAP	$29,908.10	$5,277.90	$35,186.00	$0.00
Processing Assistant V	$36,337.50	$6,412.50	$42,750.00	$0.00
Processing Tech - MCSAP	$37,624.40	$6,639.60	$44,264.00	$0.00
Data Entry Operator II - MCSAP	$30,248.10	$5,337.90	$35,586.00	$0.00
Auditor-MCSAP	$40,569.65	$7,159.35	$47,729.00	$0.00
Auditor-MCSAP	$48,645.50	$8,584.50	$57,230.00	$0.00
Civilian Trainer	$52,363.40	$9,240.60	$61,604.00	$0.00
Accountant	$11,961.20	$2,110.80	$14,072.00	$0.00
Grants Manager	$14,571.76	$2,571.49	$17,143.25	$0.00
Sergeant	$558,832.50	$98,617.50	$657,450.00	$0.00
Trooper -MCSAP	$3,601,732.20	$635,599.80	$4,237,332.00	$0.00
Lieutenant	$74,111.50	$13,078.50	$87,190.00	$0.00
First Sergeant	$67,770.50	$11,959.50	$79,730.00	$0.00
Captain	$81,048.35	$14,302.65	$95,351.00	$0.00
New Entrant Auditor Coordinator	$92,990.00	$16,410.00	$109,400.00	$0.00
MOE Estimated-MCSAP Troopers	$0.00	$0.00	$0.00	$400,000.00
Non-MCASP (S&W Troopers) that complete inspections	$0.00	$0.00	$0.00	$200,000.00
Salary Subtotal	**$5,539,805.51**	**$977,612.74**	**$6,517,418.25**	**$600,000.00**
Overtime subtotal	**$0.00**	**$0.00**	**$0.00**	**$0.00**
Personnel total	**$5,539,805.51**	**$977,612.74**	**$6,517,418.25**	**$600,000.00**

Fringe Benefits			
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
New Entrant Auditor	$151,425.12	$26,722.08	$178,147.20	$0.00
Social Research Specialist	$14,159.15	$2,498.67	$16,657.82	$0.00
Technology Support Specialist	$15,974.00	$2,818.93	$18,792.93	$0.00
Technology Support Analyst	$10,824.19	$1,910.15	$12,734.34	$0.00
Information Processing Assistant	$9,382.72	$1,655.77	$11,038.49	$0.00
Auditor-MCSAP	$10,755.01	$1,897.94	$12,652.95	$0.00
Auditor-MCSAP	$12,895.92	$2,275.75	$15,171.67	$0.00
Civilian Trainer	$13,881.54	$2,449.68	$16,331.22	$0.00
Accountant	$3,170.91	$559.57	$3,730.48	$0.00
Grants Manager	$3,862.97	$681.70	$4,544.67	$0.00
Trooper-MCSAP	$1,134,905.81	$200,277.50	$1,335,183.31	$0.00
Sergeant	$176,088.12	$31,074.37	$207,162.49	$0.00
Lieutenant	$23,352.53	$4,121.03	$27,473.56	$0.00
First Sergeant	$21,354.48	$3,768.44	$25,122.92	$0.00
Captain	$25,538.34	$4,506.76	$30,045.10	$0.00
New Entrant Auditor Supervisor	$24,651.65	$4,350.29	$29,001.94	$0.00
Data Entry Operator	$7,928.63	$1,399.17	$9,327.80	$0.00
Data Entry Operator II	$8,018.77	$1,415.07	$9,433.84	$0.00
Medical Benefits	$544,782.00	$96,138.00	$640,920.00	$0.00
Longevity	$113,355.85	$20,003.97	$133,359.82	$0.00
Fringe Benefits total	**$2,326,307.71**	**$410,524.84**	**$2,736,832.55**	**$0.00**

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
ITS Conference	$3,122.90	$551.10	$3,674.00	$0.00
FMCSA Workshop	$10,621.60	$1,874.40	$12,496.00	$0.00
COHMED	$4,408.10	$777.90	$5,186.00	$0.00
FMCSA Training	$6,541.60	$1,154.40	$7,696.00	$0.00
NAIC	$6,436.20	$1,135.80	$7,572.00	$0.00
MCE (Spring)	$21,045.15	$3,713.85	$24,759.00	$0.00
NE Auditor Regional	$1,837.70	$324.30	$2,162.00	$0.00
NE Travel	$3,206.88	$565.92	$3,772.80	$0.00
Port Checks	$48,103.20	$8,488.80	$56,592.00	$0.00
CVSA Conference (Fall and Spring)	$34,731.00	$6,129.00	$40,860.00	$0.00
Travel total	**$140,054.33**	**$24,715.47**	**$164,769.80**	**$0.00**

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Vehicles	$308,550.00	$54,450.00	$363,000.00	$0.00
Equipment total	**$308,550.00**	**$54,450.00**	**$363,000.00**	**$0.00**

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Regulation Books- Out of Service	$5,712.00	$1,008.00	$6,720.00	$0.00
Regulation Book-FMCSR Handbook	$1,904.00	$336.00	$2,240.00	$0.00
Regulation Book-49CFR	$5,168.00	$912.00	$6,080.00	$0.00
Office Supplies	$2,907.00	$513.00	$3,420.00	$0.00
Creepers	$6,864.00	$0.00	$6,864.00	$0.00
Stapler	$10.00	$0.00	$10.00	$0.00
Supplies total	**$22,565.00**	**$2,769.00**	**$25,334.00**	**$0.00**

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
NCSU (ITRE)	$212,500.00	$37,500.00	$250,000.00	$0.00
Contractual and Subaward total	**$212,500.00**	**$37,500.00**	**$250,000.00**	**$0.00**

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Membership	$12,580.00	$2,220.00	$14,800.00	$0.00
NCID User Fee	$10,592.19	$1,869.21	$12,461.40	$0.00
Microsoft Enterprise	$21,866.25	$3,858.75	$25,725.00	$0.00
Office Phones(Troop H)	$255.00	$45.00	$300.00	$0.00
Lease Office Utilities	$6,375.00	$1,125.00	$7,500.00	$0.00
Office Space for MCSAP Field Offices	$48,052.20	$8,479.80	$56,532.00	$0.00
Postage, Freight and Delivery	$2,550.00	$450.00	$3,000.00	$0.00
CVSA Decals	$3,315.00	$585.00	$3,900.00	$0.00
Air Cards	$42,024.00	$7,416.00	$49,440.00	$0.00
Phones	$18,972.00	$3,348.00	$22,320.00	$0.00
DCI User License	$8,078.40	$1,425.60	$9,504.00	$0.00
CradlePoint	$10,593.55	$1,869.45	$12,463.00	$0.00
Maintnenance Contract	$1,275.00	$225.00	$1,500.00	$0.00
Other Costs total	**$186,528.59**	**$32,916.81**	**$219,445.40**	**$0.00**

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	**$8,736,311.14**	**$1,540,488.86**	**$10,276,800.00**	**$600,000.00**
Total Costs Budgeted	**$8,736,311.14**	**$1,540,488.86**	**$10,276,800.00**	**$600,000.00**

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	$8,736,312.00	$1,540,493.00	$10,276,805.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	$1,540,493.00
MOE Baseline:	$595,164.20

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	$5,539,805.51	$977,612.74	$6,517,418.25	$600,000.00
Overtime Subtotal	$0.00	$0.00	$0.00	$0.00
Personnel Total	$5,539,805.51	$977,612.74	$6,517,418.25	$600,000.00
Fringe Benefits Total	$2,326,307.71	$410,524.84	$2,736,832.55	$0.00
Travel Total	$140,054.33	$24,715.47	$164,769.80	$0.00
Equipment Total	$308,550.00	$54,450.00	$363,000.00	$0.00
Supplies Total	$22,565.00	$2,769.00	$25,334.00	$0.00
Contractual and Subaward Total	$212,500.00	$37,500.00	$250,000.00	$0.00
Other Costs Total	$186,528.59	$32,916.81	$219,445.40	$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	$8,736,311.14	$1,540,488.86	$10,276,800.00	$600,000.00
Indirect Costs	$0.00	$0.00	$0.00	NA
Total Costs Budgeted	**$8,736,311.14**	**$1,540,488.86**	**$10,276,800.00**	**$600,000.00**

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Part 5 - Certifications and Documents

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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? Erik Hooks
2. What is this person's title? Secretary
3. Who is your Governor's highway safety representative? Mark Ezzell
4. What is this person's title? Director

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

◉ Yes

◯ Yes, uploaded certification document

◯ No

State Certification declaration:

> I, Erik Hooks, Secretary, on behalf of the State of NORTH CAROLINA, 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? Erik Hooks
2. What is the title of your certifying State offical? Secretary
3. What are the phone # and email address of your State official? 919-733-2126

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

◉   Yes

○   Yes, uploaded certification document

○   No

I, Erik Hooks, 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

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

○ Yes ◉ No

1200 New Jersey Avenue, SE
Washington, DC 20590

July 31, 2018

In Reply Refer To: MC-CR
FY 2019 Pre-Award NCDPS

Mr. Eric Hooks, Secretary
North Carolina Department of Public Safety
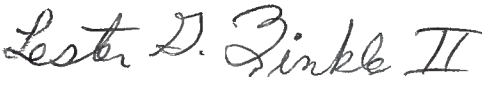512 North Salisbury Street
Raleigh, NC, 27604

Dear Mr. Hooks:

We are in receipt of the North Carolina Department of Public Safety/State Highway Patrol's (DPS/SHP) Federal Motor Carrier Safety Administration (FMCSA) Title VI Program Compliance Plan. We have reviewed your FMCSA Title VI Program Compliance Plan and find that the Plan contains all elements stipulated in the FMCSA Title VI Program Compliance Plan Checklist. Therefore, FMCSA approves the North Carolina DPS/SHP's Title VI Program Compliance Plan for Federal Fiscal Year (FY) 2019. We do request that the North Carolina DPS/SHP notify FMCSA's Office of Civil Rights should it provide funding to another Recipient (Sub-Recipient) and/or be the object of a Title VI Program compliance review conducted by another Federal agency. In this eventuality, we will coordinate with the North Carolina DPS/SHP to ensure that the Title VI Program Compliance Plan is updated with the additional information.

On an annual basis, FMCSA's Office of Civil Rights will conduct compliance reviews of a representative sampling of FMCSA Grant Recipients. FMCSA has approximately 125 Recipients annually. If and/or when the North Carolina DPS/SHP is chosen as one of the FMCSA Grant Recipients' Title VI Program that will be reviewed in a given year, the Office of Civil Rights will use the approved Title VI Program Compliance Plan as the basis for conducting the desk audit and will request additional documentation as deemed appropriate during the review.

In addition, a small number of Recipients who are selected for a Title VI Program compliance review will also be selected for an on-site visit which will include personnel interviews. We appreciate your future assistance in the event the North Carolina DPS/SHP is chosen for a compliance review in a given year.

If at any time your Agency has Title VI Program-related questions, please do not hesitate to contact Mr. Lester Finkle, National Title VI Program Manager at (202) 366-4474 or lester.finkle@dot.gov.

Sincerely,

Lester D. Finkle II

for Kennie J. May, Sr.
Director
Office of Civil Rights

Cc: Brandy Dolby, CJ Planner II/Grants Administrator, North Carolina DPS
Jon McCormick, Division Administrator, North Carolina Division Office

N★C DPS
North Carolina Department of Public Safety
Prevent. Protect. Prepare.

Roy Cooper, Governor   Erik A. Hooks, Secretary

December 6, 2017

Jon R. McCormick
Division Administrator
FMCSA NC Division
310 Bern Avenue, Suite 468
Raleigh, NC 27601

RE: Fiscal Year 2018 Commercial Vehicle Safety Plan

Dear Jon:

The North Carolina State Highway Patrol Motor Carrier Enforcement Section has asked the General Counsel's Office to provide an opinion as to whether they may establish goals for stopping non-commercial vehicles. It is my understanding that they have been requested to do so as part of the proposed Commercial Vehicle Safety Plan for FY 2018.
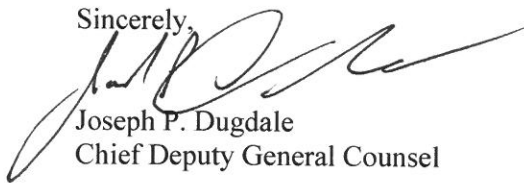
On 21 May 1981, the North Carolina Legislature enacted Session Law 1981 Section 429. That Session Law, entitled <u>AN ACT TO PROHIBIT THE USE OF CITATION QUOTAS BY THE STATE HIGHWAY PATROL</u>, and codified at N.C.G.S. 20-187.3, provides, in pertinent part, as follows:

> The Secretary of Crime Control and Public Safety shall not make or permit to be made any order, rule, or regulation requiring the issuance of any minimum number of traffic citations, or ticket quotas, by any member or members of the State Highway Patrol....

For the past 36 years, this statutory provision has been interpreted by the Highway Patrol to prohibit the establishment of goals or quotas for the stopping of vehicles. At the behest of the Motor Carrier Section, I have revisited the interpretation of this provision and, having done so, I remain of the opinion that the Highway Patrol may not lawfully establish any goal that requires them to stop a certain number of non-commercial motor vehicles for any reason whatsoever.

I hope this provides a full and satisfactory response to your request. Please do not hesitate to contact me if you have any questions or concerns or need additional information.

Sincerely,

Joseph P. Dugdale
Chief Deputy General Counsel

cc: Major F. L. Johnson
     Lieutenant W. P. Moore

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