

eCVSP

MISSISSIPPI

Commercial Vehicle Safety Plan

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

**Fiscal Years 2021 - 2023
Annual Update FY 2023**

Date of Approval: June 26, 2023

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 350.209](#), [350.211](#) and [350.213](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date 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 or annual update each year to receive MCSAP funds.

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 (FY 2021 - 2023)
- Part 2: Crash Reduction and National Program Elements (FY 2021 - 2023)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2021 - 2023)
- Part 4: Financial Information (FY 2023)
- Part 5: Certifications and Documents (FY 2023)

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 2023:

Multi-Year plans—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—States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate any updates for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2022 plans. States must carefully review and update this information to reflect FY 2023 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2023 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an 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.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 2 - Mission/Goal Statement

Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 primary mission of the Motor Carrier Safety Division (MCSD) of the Mississippi Department of Public Safety (MDPS), Motor Carrier Safety Division, is to reduce the number and severity of crashes, injuries, fatalities, and hazardous material (HM) spills involving commercial motor vehicles (CMV). One of the top priorities of the MCSD is to ensure the mobility of people and goods by providing a safe transportation system throughout the State of Mississippi. The goal of the MCSD is to detect and correct safety defects, driver deficiencies, and unsafe motor carrier practices before they become contributing factors to crashes. The number and severity of CMV-involved crashes and hazardous material incidents can be reduced through consistent, uniform, and effective CMV safety programs which include driver/vehicle safety inspections, post-crash inspections, strict high quality traffic enforcement, compliance reviews, and public awareness education campaigns. Through these practices the MCSD can reduce the number of the State of Mississippi's CMV fatal crashes and to achieve a national goal to reduce large truck and bus related fatalities.

Part 1 Section 3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Answer the questions about your CVSP activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Are there initiatives involving "rural roads" included in this CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State voluntarily submit an annual Training Plan to the National Training Center (NTC)?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State include activities regarding Migrant Worker Transportation in Rural Areas in this CVSP?

The Mississippi Department of Public Safety, Motor Carrier Safety Division (MCSD) is the designated lead agency for the Motor Carrier Safety Assistance Program (MCSAP). MCSD is a comprehensive commercial motor vehicle enforcement agency. The MCSD is comprised of thirty (30) Motor Carrier Trooper/Inspectors (22 current, 8 vacancies requested to be filled) trained to conduct Driver/Vehicle Safety Inspections in accordance with the Northern American Standard Inspection Procedures. Other MCSD staff include two Compliance Review Officers, and 17 support personnel including New Entrant staff, IT, training, and administrative support.

As of July 1, 2021, the MDOT enforcement unit falls under the auspices of the MS Department of Public Safety. The MCSD Trooper Division and the MDPS MC Law Enforcement unit will function as separate entities, with the MCSD Trooper Division continuing to serve as the lead agency. Any changes to the structure after the ECVSP is submitted will be reported to FMCSA. Currently there are approximately 165 law enforcement agents with the MS DPS MC Enforcement Division (Formerly MDOT) who will continue assisting with roadside inspections. The MCSD trooper division and the MSDPS MC Law enforcement division will perform activities in accordance with the standards and procedures approved by the FMCSA as they relate to the performance of vehicle and driver inspections, the placement of vehicles and drivers out of service, and any other requirements imposed through law or regulations pertaining to activities funded through the MCSAP.

The MCSD uses various approaches to enforcement and compliance depending on each enforcement district's configuration, which includes the availability of fixed facilities, off-road locations, number of mobile units and personnel. Inspections are conducted at fixed facilities, off-road locations, during traffic stops, and at terminal locations. MCSD has a policy that requires all inspections be performed in a safe location. Level I inspections are not performed on the shoulder of the highway. All MCSD Troopers/Inspectors are trained and required to perform all levels of inspections including hazardous materials. Commercial Drivers Licenses (CDLs) are routinely checked as part of all safety inspections with the exception of Level V. Mississippi uses MCSAP access to CDLIS as part of our Aspen System.

The MDPS has a drug interdiction program (Criminal Patrol Unit) consisting of eighteen troopers including five canines and handlers and one supervisor who have received training from the NTC in Drug Interdiction. MCSD Trooper/Inspectors (law enforcement certified) received DUI standardized field sobriety training and drug recognition training during patrol school. Several troopers have received advanced training in drug and narcotics awareness.

MCSD will be working with the Mississippi State Tax Commission and enforcement unit to continue the CVSIN program. MCSD uses several methods to verify vehicle out-of-service violations, including re-inspection of vehicles and covert operations.

As of July 25, 2022, the Motor Carrier Safety Division has 22 certified inspectors and 8 inspector vacancies have been requested to be filled for a total of 30 inspectors. The vacancies are attributed to retirement as of June 30, 2022 and transfer to other departments of the Mississippi Highway Patrol. Currently there are two compliance review officers and three full time New Entrant auditors, with additional troopers trained to conduct audits. Additional New Entrant auditors and compliance officers will be hired during FY 22 and continue into FY 23. The MCSD will submit a training plan for our upcoming training needs for FY 23 to the National Training Center.

A total of 23 non MCSD troopers have been approved to receive Training in MCSD Basic Training Parts A & B to assist with callback CMV enforcement details throughout the state. Any new MCSD troopers that will be hired will also need to be trained.

Part 1 Section 4 - MCSAP Structure

Please review your State’s MCSAP structure information. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.

No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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:	MS DEPARTMENT OF PUBLIC SAFETY MOTOR CARRIER SAFETY DIVISION
Enter total number of personnel participating in MCSAP activities	47
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	30
Traffic Enforcement Activities	30
Investigations*	6
Public Education and Awareness	30
Data Collection and Reporting	30
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	1
Total # of MCSAP Participating Personnel:	165

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 2021 - 2023 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 most recent five fiscal years using the Activity Dashboard 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: <https://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

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2015 - 2019

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 relate to each other and 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.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

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:

#large truck/bus crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	51	1657	1396
01/01/2018	12/31/2018	106	1708	1438
01/01/2017	12/31/2017	102	1720	1413
01/01/2016	12/31/2016	80	1588	1321
01/01/2015	12/31/2015	73	1563	1287

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:
bus crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	3	123	134
01/01/2018	12/31/2018	7	129	126
01/01/2017	12/31/2017	9	120	129
01/01/2016	12/31/2016	0	109	134
01/01/2015	12/31/2015	6	103	128

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: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	0	0	0
01/01/2018	12/31/2018	0	0	0
01/01/2017	12/31/2017	0	0	0
01/01/2016	12/31/2016	0	0	0
01/01/2015	12/31/2015	0	0	0

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

A & I FMCSA as of June 26, 2020

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

NARRATIVE:

Mississippi is located in the southeastern region of the United States, with 46,923 square miles inland area, and 63.3 persons per square mile. There are 74,887 miles of roadway, 10,958 miles of county roads and 46,923 square miles. Mississippi's population, based on the 2020 projected census number, is 2,994,029. Mississippi has 82 counties, which can be divided into the following regions: Gulf Coast, Piney Woods, Southwestern, Central, Delta, Northern Hills, and Northeastern. The Mississippi Highway Patrol covers the entire state of Mississippi and is divided into nine districts or Troops, which are located in three regions: northern, central, and southern. The Motor Carrier Safety Division covers the entire state. Several major interstates pass through the state, including I-10 and Highway 49 in the Southern Region, and I-55, I-59, and I-20 in the Central and Northern Regions. Gambling facilities are located on the Gulf Coast, Tunica, Natchez, Vicksburg, and Neshoba County.

Mississippi has eight public universities: Jackson State University in Jackson, the University of Mississippi in Oxford, Mississippi State University in Starkville, Mississippi University for Women in Columbus, University of Southern Mississippi in Hattiesburg, Alcorn State University in Port Gibson, Mississippi Valley State University in Itta Bena, and Delta State University in Cleveland.

According to the MS State Tax Commission and the Department of Public Safety, Mississippi has 2,545,707 licensed drivers, 56,406 motorcycle registrations, and 2,650,247 registered vehicles. According to Driver's Services, there are 420,236 non-CDL driver's licenses and 30,847 CDL driver's licenses issued annually. CDL licenses issued are as follows: 22,956 Class A, 7,129 Class B, and 762 Class C.

The State of Mississippi has four areas where commercial motor vehicle crashes are occurring at an alarming rate, accounting for 37% of all CMV crashes in the state. These four high crash corridors are in the following areas: the Southern Region consisting of Harrison County and Jackson County I-10, the Central Region consisting of Hinds County and Rankin County I-20, Lauderdale County I-20, and the Northern Region consisting of Desoto County I-55 and Lee County I-22. Lee County is located in the northeastern part of the state and has emerged as a problem area for CY 2021. These areas are generally under construction with several work zones and are major interstates and highways. Highway 49, a major trucking route, runs from Jackson to Gulfport. Highway 49 is a four lane highway with unlimited access from cross roads and highways, which comes with its own set of unique traffic safety problems. Casinos in the Coastal and Delta counties are tourist resort areas with a large number of tour buses from all over the U.S. Desoto County is one of the fastest growing areas in the country. As a suburb of Memphis, Tennessee, Desoto County is also a direct route to the Tunica casinos.

Last year, CMV related rollover crashes accounted for 13% of the total number of CMV crashes or 182 out of 1396 crashes. The FY 2021-2023 eCVSP will take a two pronged approach to address the state and national CMV traffic safety issues. MCSA focuses on high crash corridor enforcement in specific counties continually recording higher number of CMV crashes. Other areas of the state require a broader approach that includes public education. A tremendous number of large trucks and

buses pass through this state every day. The MCS D will strive to make Mississippi roads and highways a safer place for trucks, buses, and the motoring public.

DUE to COVID 19 in CY 2020, MCS D has seen a reduction in number of roadside inspections, compliance reviews, details, public information activities, and traffic enforcement. MCS D anticipates this reduced activity will continue into FY 2021 with COVID cases in Mississippi on the rise.

Narrative Overview for FY 2021 - 2023

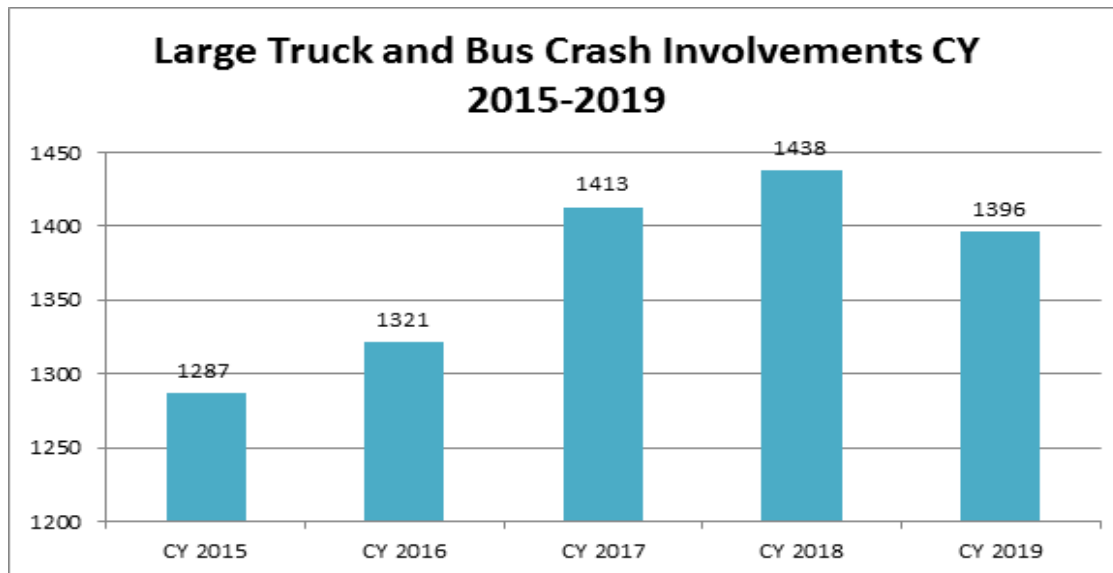
Instructions:

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.

Problem Statement:

Mississippi has seen an increase in CMV traffic crashes with both large trucks and passenger carriers utilizing consistent high visibility enforcement and a paid media campaign. Over the past five years, CMV crashes have increased from 1287 in 2015 to 1438 in 2018. The chart below depicts a downward trend, with a 3% decrease in CMV crash involvement from CY 2018 to CY 2019.



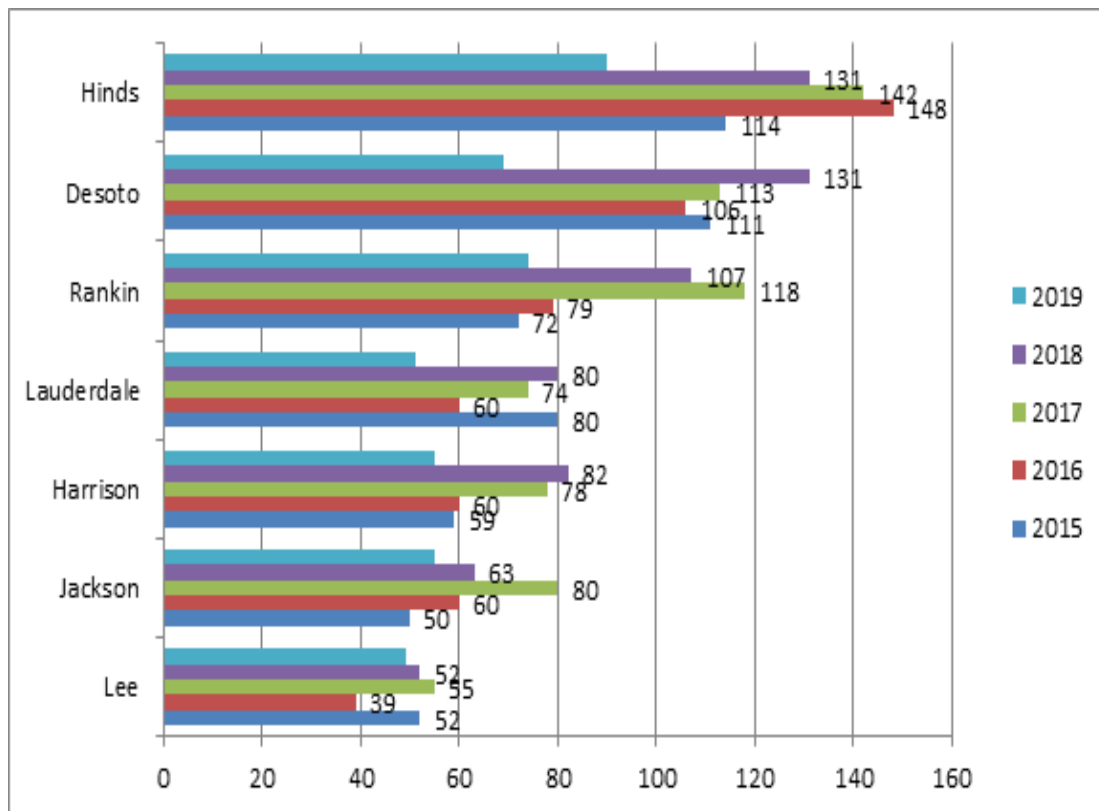
The Mississippi Commercial Motor Vehicle Crash Reduction Plan will continue with the two-pronged approach in FY 2021, FY 2022, and FY 2023, which includes high visibility and public education to address the increase in CMV crashes statewide. MCS D will continue to conduct high visibility CMV traffic enforcement on the targeted counties, corridors and municipalities where the

data show a high occurrence of cmv fatalities and crashes. Expansion statewide for CMV traffic enforcement in rural areas will continue in FY 23 as shown in FY 22.

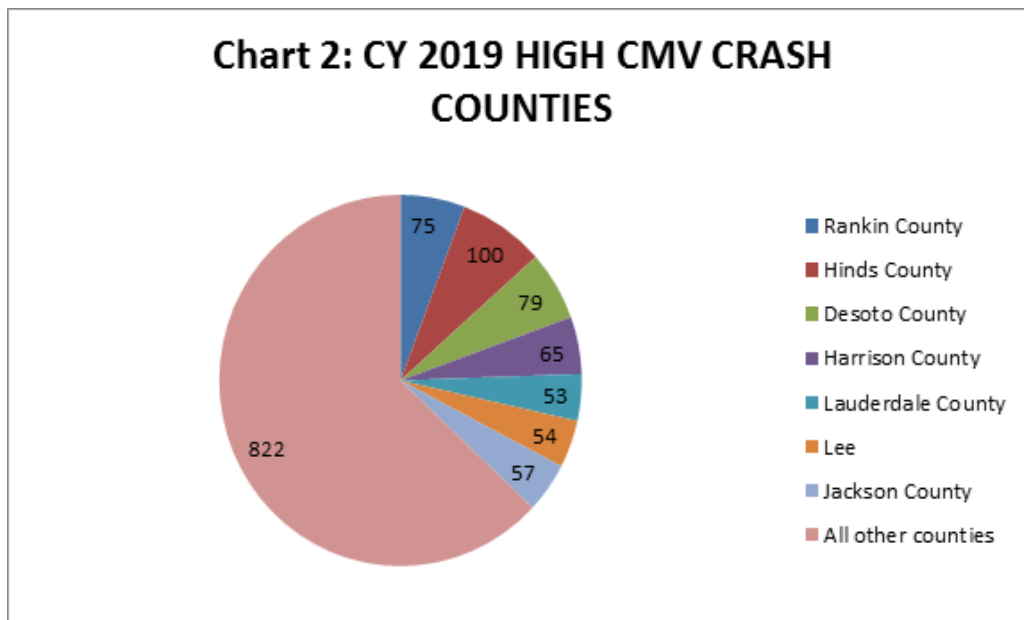
Crash Reduction Goal: Mississippi will aim to reduce CMV crashes statewide by 15% over the next three years, 5% in CY 2021, 5% in CY 2022, and 5% in CY 2023, to 1314 by the end of CY 2023. The MCSO will continue to focus strong enforcement efforts in the top seven CMV crash counties, in and around work zones, and on rural roads.

In CY 2019, the top seven highly populated counties for large truck fatal and nonfatal crashes were Rankin, Hinds, Desoto, Harrison, Jackson, Lauderdale, and Lee. With these increased enforcement efforts specifically to these counties, Rankin County fatal and non-fatal large truck crashes decreased from 118 in 2017 to 74 in 2019. Hinds County crashes decreased as well, with 142 in 2017 to 90 in 2019. Rankin and Hinds Counties border each other with approximately 15-20 miles of Interstate I-20 in incorporated areas with extremely high CMV traffic. Lauderdale County, located on the I-20 corridor, is included as a high crash county after a steady increase in large truck crashes during the past five years, with 361 CMV crashes during this time frame. Lauderdale County, although not bordering Hinds and Rankin, is located along I-20 to the east side of the state with heavy interstate CMV traffic. Desoto County CMV large truck crash numbers decreased from 113 in 2017 to 69 in 2019, with 15 miles of Interstate I-55. Lee County along I-22 has emerged as a problem area for CMV crashes. Efforts to reduce CMV crashes in Harrison and Jackson Counties along Interstate I-10 have produced a reduction in CMV crashes. Harrison County CMV crashes decreased from 78 in 2017 to 59 in 2019, and Jackson County CMV crashes decreased from 80 in 2017 to 50 in 2019. (Data source: A & I June 5, 2020)

2015-2019 Number of CMV Large Truck Crashes for Top 7 Crash Counties



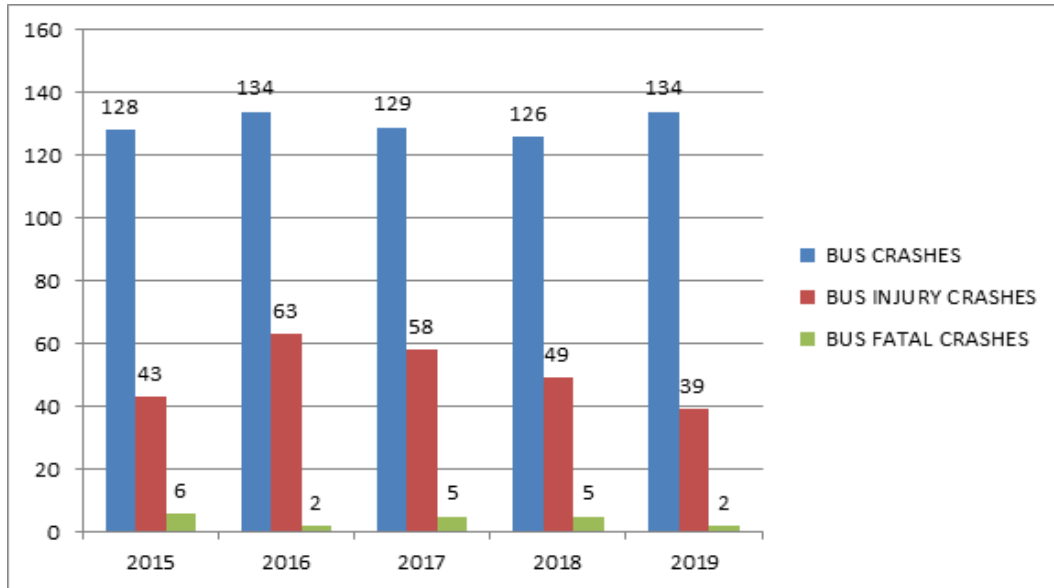
During CY 2021-2023 the MCSD will focus on the top seven CMV large truck and bus crash counties, which presently include Hinds, Rankin, Desoto, Harrison, Jackson, Lauderdale, and Lee. Annual reviews of the top seven counties will be conducted to determine if different counties account for the highest number of CMV fatalities. These seven counties comprise four high crash corridors: (1) Harrison and Jackson Counties I-10, (2) Hinds, Rankin, Lauderdale Counties I-20, (3) Desoto County I-55 and (4) Lee County I-22. The focus will remain on these high crash corridors for high visibility traffic enforcement in order to successfully decrease the number of large truck crashes. These seven counties accounted for approximately 37% of the 1187 total large truck crashes in the state. Mississippi has a total of 82 counties.



Performance objective: MCSD will reduce the number of passenger carrier crashes by 15% over the next three years by 5% per year, from a total of 134 in CY 2019 to 127 in CY 2021, 121 in CY 2022, and 115 in CY 2023.

CMV Passenger Carrier/Bus Safety and crash reduction will continue to be a state and national priority in FY 2021-2023. The table below depicts the trend in CMV crashes in the state. In 2015, there were 128 passenger transport crashes with 6 fatal crashes. Bus crashes increased in 2016, with 134 crashes. In 2017, there were 129 bus crashes, 126 bus crashes in 2018, and in 2019, again there is an increase in bus crashes to 134. (Data sources: 6/05/2020; A&I On-Line, MCMIS and FARS)

CY 2015-2019 BUS CRASHES BY INJURY AND FATAL



In FY 2021-2023, as in previous eCVSPs, the MCSD plans to concentrate on passenger carriers as part of the commercial vehicle safety plan. Mississippi has a large concentration of bus traffic in the northern and coastal regions of the state. Casinos in Harrison, Hancock, Neshoba, and Tunica Counties attract a large number of tour buses in the state, resulting in higher numbers of bus crashes. MCSD plans to increase inspection efforts in the high traffic areas within the state for FY 2021-2023. At least one bus inspection strike-force detail per quarter or four per year will be performed throughout FY 2021-2023. These activities will include Federal and MCSD efforts. (Data sources: Data Snapshot as of June 5, 2020, A&I On-Line, MCMIS and FARS)

HAZARDOUS MATERIAL INSPECTIONS FOR FY 2015- 2019

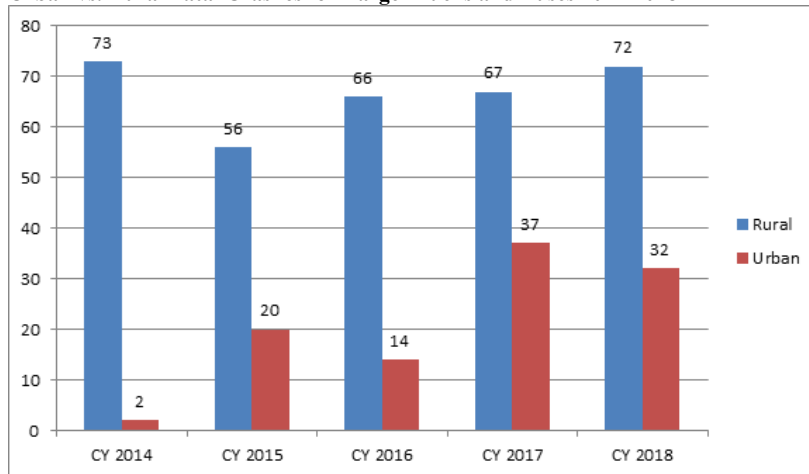
Fatalities remain at zero in 2019 for HM crashes. This low fatality rate is due to the fact that Mississippi has worked diligently to *reduce* the number of HM transport crashes by steadily *increasing* the number of HM inspections over the past five years. In FY 2019, MCSD conducted 48,365 roadside inspections, with 5453 HM vehicle inspections. To further reduce the number of HM transport crashes and maintain HM fatalities at zero, the MCSD will increase the number of HM inspections by 3% per year, for a total of 9% by 2023.

Performance Objective: MCSD will increase HM inspections by 9% over the next three years, from 5453 in FY 2019 to 5616 in FY 2021, 5784 in FY 2022, and 5957 in FY 2023.

Rural Roads:

The Mississippi Highway System consists of slightly over 74,000 miles of roads and streets. Of these miles, 64,000 miles are located in rural areas, and 10,000 miles are in urban areas. Rural road mileage accounts for 85% of total road miles and 70% of miles traveled by system in the rural and urban areas. According to a recent study, Mississippi’s rural roads are ranked some of the worst in the nation. The findings by TRIP, a national transportation research group, lists Mississippi tied with New Mexico for fifth among the 50 states. The poor conditions of Mississippi roads and high numbers of traffic crashes have been associated with the heavy CMV traffic that travels through the state daily. Fatal Crashes on rural roads in Mississippi are shown on the graph below.

Urban vs. Rural Fatal Crashes for Large Trucks and Buses 2014-2018



During FY 2021- FY 2023, the MCSDD will focus on roads designated as rural in the top seven CMV crash counties, which include Hinds, Rankin, Lauderdale, Lee, Desoto, Harrison, and Jackson. These seven counties comprise three high crash corridors: (1) Harrison and Jackson Counties 1-10, (2) Hinds, Rankin, and Lauderdale Counties 1-20, (3) Desoto County I-55, and (4) Lee County I-22. The focus will remain on these high crash corridors for high visibility traffic enforcement in order to successfully decrease the number of large truck crashes. These seven counties accounted for approximately 37% of the 1187 total large truck crashes in the state. Mississippi has a total of 82 counties.

During FY 22-23, the MCSDD will utilize overtime and fringe to expand the MCAP Rural Roads Initiative statewide, focusing on problem areas and conducting details on rural interstates and highways as issues with high CMV crashes become apparent. Rural road details are currently being conducted in Union, Tate, Panola, Itawamba, Carroll, and Lee Counties and will continue to be expanded to other districts in the state. Additional non motor carrier troopers will assist in these details to provide extensive expansion to CMV traffic enforcement efforts with overtime on scheduled days off, with MCSDD troopers focusing on CMV violations and inspections. The Mississippi Highway Patrol plans to certify an additional 25 troopers in motor carrier in the near future to assist the MCSDD unit in its efforts to reduce the continued increase in CMV crashes in the state.

- Performance Objective: To decrease commercial motor vehicle crashes in the high crash corridor areas of Desoto, Harrison, Hinds, Lauderdale, Lee, Jackson and Rankin Counties by 5%, from 483 during 2019 to 459 by the end of the 2021. During with at least eight motor carrier units at each detail.
- To decrease commercial motor vehicle crashes on rural roads in the northern, southern and central districts by 15% in FY 22-23. During FY 22-23, the MCSDD as well as the Mississippi Highway Safety Patrol will utilize extra overtime to expand the rural roads cmv traffic enforcement on rural roads, interstates, and highways. In FY 2022-23, MCAP troopers will conduct a minimum of 2 rural

roads details per month in each of the nine districts where high cmv crashes are continuing, working eight hour shifts with at least 8 troopers working.

- The MCSD will work to reduce the number of serious CMV crashes, especially in and around work zones by 15% in CY 2023.

Enter the data source and capture date:

A & I June 26,2020

Projected Goal for FY 2021 - 2023:

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 shown as 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2021	1354
2022	1325
2023	1314

Mississippi will aim to reduce serious CMV crashes statewide by 15% over the next three years, 5% in CY 2021, 5% in FY 2022, and 5% in FY 2023. Using the baseline of 1546 from FY 2021, a 15% reduction would be 1314 CMV crashes by the end of 2023.

Program Activities for FY 2021 - 2023: 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.

FY 2021-2023 Program Activities

The MCSD traffic enforcement program focuses on inspections of CMVs that have been stopped due to traffic violations. The program also focuses on non-CMV vehicles that have committed traffic violations within close proximity of a CMV. MCSD will focus on rural road CMV traffic during FY 2021-23 as well.

Overall, 26 FTE MCSD troopers spend approximately 15% of their time on traffic enforcement without inspection, 80% traffic enforcement with inspection, and 5% outreach in their respective counties. There are 4 FTE MCSD Troopers who spend 10% of their time on traffic enforcement without inspection, 70% traffic enforcement with inspection, and 20% public relations and outreach. Two compliance review officers are dedicated to compliance review, and all MCSD troopers are certified in New Entrant audits.

MCSD will develop a schedule of monthly traffic enforcement details focusing on CMVs committing traffic violations. Additional details will be conducted in areas that receive complaints or public notification, especially in rural areas of the state. These details will operate 2 to 3 days per month in each district utilizing 8 troopers working nine hour shifts. Details will also be scheduled in high crash corridors which will be manned by 9 to 10 MCSD troopers working nine hour shifts.

MCSD and MHSP troopers shall schedule monthly traffic enforcement details that focus on non-CMV drivers committing traffic violations in close proximity of a CMV. MCSD troopers along with MHSP troopers on their scheduled days off will utilize overtime to conduct saturation details in high

crash corridors and rural roads identified through analysis of data available through A&I Online and State crash records focusing efforts on CMV traffic enforcement and inspections. Based on the monthly inspection tracking numbers, MCSD will make needed adjustments to enforcement detail locations and/or the number of troopers participating in details. Based on the types of violations being issued, MCSD will be able to identify specific violation types to watch for and/or to focus efforts on. MCSD will analyze the data collected through enforcement details to determine the effectiveness of this strategy, adjustments to the strategy will be made as deemed necessary. A reduction in serious CMV crashes by 15% is achievable with the addition of the non MCSD troopers, extra details utilizing both MCSD and non MCSD troopers, and the overtime added during FY 22 and 23.

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.

Based on the monthly inspection tracking numbers, MCSD will make needed adjustments to enforcement detail locations and/or the number of troopers participating in details. Based on the types of violations being issued, MCSD will be able to identify specific violations types to watch for and focus efforts on. MCSD will analyze the data collected through enforcement details to determine the effectiveness of this strategy, adjustments to the strategy will be made as deemed necessary.

Quarterly data as reported on A & I will be examined for problems that need immediate attention. All quarterly data will be reported on the SF-PPR.

Part 2 Section 3 - Roadside Inspections

Please review the description of your State’s overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

In this section, provide a trend analysis, an overview of the State’s roadside inspection program, and projected goals for FY 2021 - 2023. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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 2015 - 2019

Inspection Types	2015	2016	2017	2018	2019
Level 1: Full	17941	15323	13449	14524	14114
Level 2: Walk-Around	31692	28773	31955	30785	32578
Level 3: Driver-Only	20942	17840	18292	13085	7226
Level 4: Special Inspections	254	901	64	34	11
Level 5: Vehicle-Only	229	353	316	289	84
Level 6: Radioactive Materials	0	0	0	0	0
Total	71058	63190	64076	58717	54013

Narrative Overview for FY 2021 - 2023

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 the roadside inspection application name(s) (e.g., Aspen) used by the State.

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.

For FY 2021-2023, the MCSD (trooper division) will work with the MSDPS Motor Carrier Law Enforcement Division (Formerly MDOT) to complete driver/vehicle inspections statewide. These formerly two agencies are now operating as one Lead agency and the projected inspections have been adjusted to include all DPS motor carrier law enforcement. Some of the tables do not allow for editing and still reflect last year's inspection numbers. MCSD roadside inspectors will continue to use ISS and Query Central with CSA improvements to highlight carriers and drivers who are deficient in the BASICs and target those areas during inspections. All OOS carriers will be run through the Query and will not be allowed to proceed. To determine locations for inspections, MCSD will continue to focus on the high crash corridors as discussed in the problem statement. Extra details will be worked in the high crash counties of Rankin, Desoto, Hinds, Harrison, Jackson, Lauderdale and Lee. MCSD conducts Level 1-3 inspections in these counties, and will conduct additional Level 3 inspections in

FY 2022 to ensure drivers are in compliance with all regulations and have operating authority. MCSD has been performing, on average, 4,501 roadside inspections per month during CY 2020. MCSD is on track to complete 55,000 inspections for FY 2021.

The MCSD unit is always on the lookout for possible human trafficking incidents and conducts drug interdiction as part of their duties. The Department of Public Safety has a human trafficking enforcement unit in the MS Bureau of Investigation, consisting of 5 full time MBI agents assigned specifically to reduce human trafficking in Mississippi. The unit also has a full time coordinator. If human trafficking is suspected, the MBI unit will be contacted as per DPS protocol. Future training plans include updated human trafficking training for all troopers in the state. The CDL Division is assisting with human trafficking training currently, and hopes to request a full time human trafficking trainer in FY 23.

The Department of Public Safety also has a Drug Interdiction Unit that is contacted by MCSD involving suspected cases of drug trafficking. This unit works closely with the MCSD troopers on a day to day basis for any assistance. The MCSD troopers and canines are trained in drug interdiction, and are constantly checking for drugs and human trafficking victims in all CMV contacts and inspections.

Performance Goal: MCSD plans to conduct at least 55,000 inspections for FY 2021, 56,000 for FY 2022, and 57,000 for FY 2023. During FY 2021-2023, Level 5 inspections will be restricted to requests from FMCSA during a motor carrier strike force or during a compliance review. MCSD inspectors may conduct Level 5 inspections during May and June in order to meet the minimum CVSA requirements of eight per inspector per year.

Performance Measure: To conduct at least 13,750 inspections per quarter, utilizing the 30 MHP troopers and 2 Compliance Review Officers (Total 32) dedicated to the MCSAP program and the assistance of MDOT officers. MDOT is classified as a non-funded agency.

Projected Goals for FY 2021 - 2023

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2021 - 2023. For FY 2023, 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: MS DEPARTMENT OF PUBLIC SAFETY MOTOR CARRIER SAFETY DIVISION

Enter the total number of certified personnel in the Lead agency: 165

Projected Goals for FY 2023 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	18699	3900	450	23049	41.16%
Level 2: Walk-Around	9820	1300	136	11256	20.10%
Level 3: Driver-Only	18480	2149	351	20980	37.46%
Level 4: Special Inspections	422	22	27	471	0.84%
Level 5: Vehicle-Only	163	45	36	244	0.44%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	47584	7416	1000	56000	

MCSAP subrecipient agency

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

Subrecipient is:

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	1
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2023:	0

Summary

Projected Goals for FY 2023 - Roadside Inspections Summary

Projected Goals for FY 2023 Summary for All Agencies					
MCSAP Lead Agency: MS DEPARTMENT OF PUBLIC SAFETY MOTOR CARRIER SAFETY DIVISION					
# certified personnel: 165					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 1					
# certified personnel: 0					
# projected inspections: 0					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	18699	3900	450	23049	41.16%
Level 2: Walk-Around	9820	1300	136	11256	20.10%
Level 3: Driver-Only	18480	2149	351	20980	37.46%
Level 4: Special Inspections	422	22	27	471	0.84%
Level 5: Vehicle-Only	163	45	36	244	0.44%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	47584	7416	1000	56000	

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.

Note: The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

Projected Goals for FY 2022 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	14139	0	40861	55000
Enter total number of certified personnel	30	0	134	164
Projected Goals for FY 2023 Roadside Inspections				
Enter total number of projected inspections	14139	0	40861	55000
Enter total number of certified personnel	30	0	134	164

Part 2 Section 4 - Investigations

Please review your State’s investigation goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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 2015 - 2019

Investigative Types - Interstate	2015	2016	2017	2018	2019
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	4	0	0	0	0
CSA Off-Site	0	0	0	0	11
CSA On-Site Focused/Focused CR	89	82	124	69	46
CSA On-Site Comprehensive	21	25	17	10	21
Total Investigations	114	107	141	79	78
Total Security Contact Reviews	1	3	2	2	0
Total Terminal Investigations	1	1	3	1	6

Investigative Types - Intrastate	2015	2016	2017	2018	2019
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	1
CSA On-Site Focused/Focused CR	0	0	13	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	0	0	13	0	1
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	1	1

Narrative Overview for FY 2021 - 2023

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 2021 - 2023

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2021 - 2023.

Projected Goals for FY 2021 - 2023 - Investigations						
Investigation Type	FY 2021		FY 2022		FY 2023	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	1	0	1	0
Non-Rated Reviews (Excludes CSA & SCR)	3	0	5	0	5	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	90	0	91	0	96	0
CSA On-Site Comprehensive	27	0	28	0	28	0
Total Investigations	120	0	125	0	130	0
Total Security Contact Reviews	5	0	6	0	6	0
Total Terminal Investigations	1	0	1	0	1	0

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

The numbers provided in the charts reflect Fiscal Year Data.

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

In order to increase the number of compliance reviews being performed, MCSD has trained two (2) compliance review investigators one @ 100% and one @50%dedicated. One compliance review position is currently vacant. These two compliance review officers work with the other 30 MCSD troopers who comprise the enforcement/inspection unit (TOTAL 32).

MCSD has implemented FMCSA's interventions model for interstate carriers The two compliance review investigators receive assignments from the FMCSA Mississippi Division Office. When assignments are given, full compliance reviews or interventions are scheduled within one week. The MCSD staff will monitor the training progress through contact with FMCSA staff assisting with compliance review training. Investigators will be trained on a on-going basis to ensure knowledge of the most up to date intervention practices, and will use the most recent version of eFOTM. MCSD shall monitor the number and quality of the compliance reviews being performed. A&I Online data will be used to monitor the progress of the compliance review efforts. Based upon the analysis of the completed reviews, adjustments will be made to this strategy as deemed necessary.

MCSD will follow the CSA intervention protocol for communicating with carriers early, investigate safety problems and follow up for compliance. The current data gathered for traffic enforcement stops and crash statistics will be used to determine if carriers require a warning letter. Follow up investigations, either offsite or onsite focused, will be conducted for carriers who continue to have safety problems after the warning letter, and corrective action plans will be developed when necessary. The number of warning letters issued to carriers will be tracked as will the number of

inspections performed through the SMS system. The MCSD staff will monitor the evaluation and intervention process through contact with FMCSA staff assisting with compliance review. MCSD shall make use of measurement results to identify carriers for Compliance, Safety, Accountability (CSA) interventions. Utilizing the measurement results, MCSD will evaluate why safety problems are occurring, recommend remedies, encourage corrective action(s), and where corrective action is inadequate, invoke strong penalties.

The On-Road Safety Performance (BASICS) will be used to determine the number of roadside inspections incurred and number of state-reported crashes. Work products will be reviewed for errors, and interventions will be conducted in a manner consistent with standard procedures. MCSD and its MCSAP partners will conduct at least one terminal inspection per year and one special emphasis roadside inspection per quarter for a total of four to reduce passenger carrier crashes. MCSD along with our MCSAP partners will conduct on site and road side inspections on passenger carriers and drivers.

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.

PERFORMANCE MEASURE: MCSD will conduct 120 interstate compliance investigations in FY 2021, 125 in 2022, and 130 in 2023.

MCSD shall make use of measurement results to identify carriers for Compliance, Safety, Accountability (CSA) interventions. Utilizing the measurement results, MCSD will evaluate why safety problems are occurring, recommend remedies, encourage corrective action(s), and where corrective action is inadequate, invoke strong penalties. The On-Road Safety Performance (BASICS) will be used to determine the number of roadside inspections incurred and number of state-reported crashes. Work products will be reviewed for errors, and interventions will be conducted in a manner consistent with standard procedures. MCSD and its MCSAP partners will conduct at least one terminal inspection per year and one special emphasis roadside inspection per quarter for a total of four to reduce passenger carrier crashes. MCSD along with our MCSAP partners will conduct on site and road side inspections on passenger carriers and drivers.

The MCSD staff will monitor the evaluation and intervention process through contact with FMCSA staff assisting with compliance review. MCSD shall make use of measurement results to identify carriers for Compliance, Safety, Accountability (CSA) interventions. Utilizing the measurement results, MCSD will evaluate why safety problems are occurring, recommend remedies, encourage corrective action(s), and where corrective action is inadequate, invoke strong penalties. The On-Road Safety Performance (BASICS) will be used to determine the number of roadside inspections incurred and number of state-reported crashes. Work products will be reviewed for errors, and interventions will be conducted in a manner consistent with standard procedures. MCSD and its MCSAP partners will conduct at least one terminal inspection per year and one special emphasis roadside inspection per quarter for a total of four to reduce passenger carrier crashes. MCSD along with our MCSAP partners will conduct on site and road side inspections on passenger carriers and drivers.

DUE to COVID 19, compliance review officers may have difficulty in reaching project objectives in FY 2022.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Traffic enforcement means documented enforcement activities by 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). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2015 - 2019

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		
10/01/2018	09/30/2019	1334	1430
10/01/2017	09/30/2018	1411	1495
10/01/2016	09/30/2017	1691	1814
10/01/2015	09/30/2016	1360	1465
10/01/2014	09/30/2015	1388	1479

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		
01/01/2019	12/31/2019	550	624
01/01/2018	12/31/2018	700	750
01/01/2017	12/31/2017	1200	1150
01/01/2016	12/31/2016	1466	1466
01/01/2015	12/31/2015	1395	1395

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

June 26,2020 A & I; Daily Activity Report MHSP annual reports

Narrative Overview for FY 2021 - 2023

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](#).

The MCSD traffic enforcement program focuses on inspections of CMVs that have been stopped due to traffic violations. The program also focuses on non-CMV vehicles that have committed traffic violations within close proximity of a CMV. Performance Objective: Increase the total number of inspections derived from traffic enforcement activities. During FY 2015 MCSD conducted 1388 inspections in conjunction with traffic enforcement activities. There were 1,359 traffic enforcement inspections in FY 2016, 1,691 for FY 2017, 1411 for FY 18, and 1334 for FY 19.

For FY 2021-2023, MCSD proposes to increase the total number of inspections derived from traffic enforcement by at least 10%, with a much larger increase expected by the end of CY 2023, as well as traffic enforcement without inspection by at least 10%. Data to date show an average of 2400 traffic citations per quarter, a marked increase due to additional overtime and non MCSD troopers assisting in MCSD traffic enforcement details. Traffic enforcement with or without inspection by the MCSD and non- MCSD troopers will focus on driver behavior to include speeding, work zone speeding and safety, impaired driving, distracted driving, cell phone usage, and texting while driving. The MCSD also focuses on seat belt usage, CMV driver fatigue, prohibited operations, and DACH and Federal OOS violations. This information is updated into the Daily Activity Report and can be accessed as needed to provide information for quarterly reporting.

These projected numbers are in keeping with those reported by the MCSD troopers, as well as non MCSD troopers in the Daily Activity Report, and those included in FMCSA A & I. Reporting for all officers will be submitted as they become available at a later date.

Overall, 165 FTE MCSD law enforcement spend approximately 15% of their time on traffic enforcement without inspection, 25% traffic enforcement with inspection, 55% inspections during

roadside inspections, details and scale houses, and 5% outreach in their respective counties. Two compliance review officers are 100% dedicated to compliance review.

MCSO will develop a schedule of monthly traffic enforcement details focusing on CMVs committing traffic violations. Additional details will be conducted in areas that receive complaints or public notification. These details will operate 2 to 3 days per month utilizing 3 to 4 troopers working nine hour shifts. Details will also be scheduled in high crash corridors which will be manned by 9 to 10 MCSO troopers working nine hour shifts. MCSO shall schedule weekly traffic enforcement details that focus on non-CMV drivers committing traffic violations in close proximity of a CMV, and will be assisted by non MCSO troopers at each detail. The details will be supervised by MCSO personnel. Traffic enforcement with or without inspection by the MCSO and non- MCSO troopers will focus on driver behavior to include speeding, work zone speeding and safety, impaired driving, distracted driving, cell phone usage, and texting while driving. The MCSO also focuses on seat belt usage, CMV driver fatigue, prohibited operations, and DACH and Federal OOS violations.

MCSO troopers will be scheduled to saturations details in high crash corridors identified through analysis of data available through A&I Online and State crash records focusing efforts on traffic enforcement and inspections. MCSO will perform quarterly traffic enforcement details focusing on non-CMV driver behaviors in identified high crash corridors.

MCSO and MHSP troopers shall schedule monthly traffic enforcement details that focus on non-CMV drivers committing traffic violations in close proximity of a CMV. MCSO troopers along with MHSP troopers on their scheduled days off will utilize overtime to conduct saturation details in high crash corridors and rural roads identified through analysis of data available through A&I Online and State crash records focusing efforts on CMV traffic enforcement and inspections. Based on the monthly inspection tracking numbers, MCSO will make needed adjustments to enforcement detail locations and/or the number of troopers participating in details. Based on the types of violations being issued, MCSO will be able to identify specific violation types to watch for and/or to focus efforts on. MCSO will analyze the data collected through enforcement details to determine the effectiveness of this strategy, adjustments to the strategy will be made as deemed necessary.

Based on the monthly inspection tracking numbers, MCSO will make needed adjustments to enforcement detail locations and/or the number of troopers participating in details. Based on the types of violations being issued, MCSO will be able to identify specific violations types to watch for and/or to focus efforts on. MCSO will analyze the data collected through enforcement details to determine the effectiveness of this strategy, adjustments to the strategy will be made as deemed necessary.

Projected Goals for FY 2021 - 2023

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2021 - 2023. 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.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2021	FY 2022	FY 2023
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	1400	1800	2000
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	50	100	100
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	600	1200	2000
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	1000	5500	5500

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections (including border inspections, if applicable), carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2014 and 2015.

The table below displays the information you input into this plan from the roadside inspections (including border inspections, if applicable), investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2014/2015 activities.

FY 2023 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2023 Activities	Average 2014/15 Activities
56000	130	780	56910	67336

The sum of your planned FY 2023 safety activities must equal or exceed the average number of 2014/2015 activities. To be reimbursed for non-CMV traffic enforcement activities, update the number of FY 2023 roadside inspections, investigations, and/or New entrant safety audits to reflect the allowable amount.

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

Performance Objective: MCSD proposes to increase the number of CMV traffic enforcement with inspection by at least 10% in FY 2021-2023. From 1334 in FY 19 to 1370 in FY 2021, 1800 in FY 2022, and 2000 in FY 2023. Based on the monthly inspection tracking numbers, MCSD will make needed adjustments to enforcement detail locations and to the number of troopers participating in details. Based on the types of violations being issued, MCSD will be able to identify specific violations which need extra focus and enforcement. Data from enforcement details will be used to identify the effectiveness of the enforcement strategies. Traffic enforcement with or without inspection by the MCSD and non- MCSD troopers will focus on driver behavior to include speeding, work zone speeding and safety, impaired driving, distracted driving, cell phone usage, and texting while driving. The MCSD also focuses on seat belt usage, CMV driver fatigue, prohibited operations, and DACH and Federal OOS violations.

Part 2 Section 6 - Safety Technology

Please verify your State’s safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must maintain, at a minimum, full PRISM participation. 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.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Financial Information Part 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 ITD Compliant	No
PRISM	Full Participation	No

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data And Activity Safety Hub \(DASH\) website](#)

Enter the agency name responsible for ITD in the State: MS Department of Public Safety

Enter the agency name responsible for PRISM in the State: Mississippi State Tax Commission

Narrative Overview for FY 2021 - 2023

Problem Statement Narrative and Projected Goal: Describe activities your State plans to implement in order to maintain participation in PRISM at your current level (Full, Enhanced, Expanded) and ITD goals.

Mississippi's PRISM compliance is at full participation Step 6.

Program Activities for FY 2021 - 2023: Describe any actions that will be taken to maintain full participation in PRISM and any ITD activities.

The MS Department of Public Safety Motor Carrier Safety Division is not responsible for PRISM activities. All quarterly reports will be submitted by the MS State Tax Commission as required.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress (e.g., including quarterly SF-PPR reporting).
All reporting activity is completed by the MS State Tax Commission.

Part 2 Section 7 - Public Education and Outreach

Please review the description of your State’s public education and outreach activities, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV’s that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2015 - 2019

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

Public Education and Outreach Activities	2015	2016	2017	2018	2019
Carrier Safety Talks	1	1	3	3	4
CMV Safety Belt Education and Outreach	1	1	1	1	1
State Trucking Association Meetings	2	2	2	2	2
State-Sponsored Outreach Events	1	1	1	1	1
Local Educational Safety Events	1	1	1	1	1
Teen Safety Events	1	1	1	1	1

Narrative Overview for FY 2021 - 2023

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 safety initiatives. Include the number of personnel that will be participating in this effort.

Performance Objective: MCSD will maintain the safety awareness of the motoring public, motor carriers, and drivers through public education and outreach activities by conducting at least 10 carrier safety talks, safety demonstrations, state and local outreach events in FY 2021, 12 in FY 2022 and at least 16 events in FY 2023. The Mobile Command Center for MCSD, if approved, will be used to promote CMV safety to the general public at some state wide and local events, when not in use by the MCSD unit for enforcement.

The Motor Carrier Safety Division shall perform at least one public awareness program each quarter. MCSD will research public awareness opportunities with the Governor's Highway Safety Program and the MS Department of Transportation, and schedule events for each fiscal year.

Twenty-six FTE MCSD troopers spend 5% of their time conducting public outreach activities, and four FTE MCSD troopers spend 20% of their time on outreach efforts throughout the state. These 30 troopers will conduct quarterly safety talks and public education programs for the shipping industry, the passenger transport industry, civic groups, and the general public.

MCSO will reach out to civic groups, industry and the general public on CMV traffic safety issues including passenger transport safety. MCSO will also advise local law enforcement agencies of special emphasis and offer assistance on CMV matters. MCSO will coordinate with the Governor's Office of Highway Safety to participate in teen initiatives and local safety fairs upon request. MCSO will participate in the State Prosecutors Training upon request. The Mississippi Highway Patrol's Motor Carrier Unit (MCU), with the assistance of the Department of Public Safety's Public Affairs Division (PAD), has developed an extensive outreach program entitled Troopers and Truckers, utilizing coordinated strategies to deliver a strong enforcement message, which includes work zone safety, to the largest number of motorists possible.

The number of programs conducted in FY 2021, FY 2022, and FY 2023 will be measured against the goal of one public awareness/educational program per quarter. MCSO will review state data that reflects the number of contacts made and programs presented and review quarterly to ensure that goals are met. A&I Online reports will be used to measure the overall effectiveness of the outreach programs in reducing CMV related crashes.

The Department of Public Safety MBI Human Trafficking Unit Coordinator, the DPS Human Trafficking Task Force, and the Commercial Drivers License Division conduct ongoing outreach and education efforts for the general public and CMV carriers on ways to report suspected human trafficking involving CMVs. The MBI Human Trafficking Coordinator has formed a Human Trafficking Task Force that focuses on enforcement and education of the general public and law enforcement on suspected human trafficking. The CDL division is active in educating providers on both work zone safety and human trafficking.

Projected Goals for FY 2021 - 2023

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

			Performance Goals		
Yes	No	Activity Type	FY 2021	FY 2022	FY 2023
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	4	5	5
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	4
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	1	2	2
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	1	1	2

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.

Performance Measure: MCSO staff will conduct at least 10 public education events in FY 21, 12 in FY 22, and 12 in FY 2023.

The MCSO will report in Quarterly Performance Progress Reports the number of public education events, the duration, and number of attendees at each program. MCSO will also report a description of the event including the staff member conducting the event, the location of the event, and the type of

event. The quarterly report will report outreach campaigns and efforts to educate the general public regarding suspected human trafficking.

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

Please review your State’s SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. You must select 'yes' to make changes.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure 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.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	No

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality: MS Department of Public Safety

Enter the agency or agencies name responsible for DataQs: MS Department of Public Safety

Enter the agency name responsible for the Crash Data Repository: MS Department of Public Safety

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 2021 - 2023.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2021	Goal for FY 2022	Goal for FY 2023
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	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.

Mississippi Data Quality is shown as GOOD in A & I dated July 2020..

Narrative Overview for FY 2021 - 2023

Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as “Good/Green” in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

MCSAP will continue its GOOD ratings for State Safety Data Quality during FY 2021, FY 2022, and FY 2023. The Department of Public Safety is responsible for all aspects of data quality, data Qs, and the Mississippi Crash Data Repository (ECRASH). Data Quality is

handled by the MS Crash team division of the Mississippi Highway Patrol at DPS. The Data Qs fall under the DPS Motor Carrier Safety Division Data Quality Department consisting of three 100% dedicated personnel. The Ecrash is also handled by the MS Highway Patrol Crash Team Division.

Program Activities FY 2021 - 2023: Describe activities that will be taken to achieve or maintain a "Good/Green" rating in all measures including the overall SSDQ rating. Also, describe how your State provides resources to conduct DataQs operations within your State, and describe how elevated/appeals requests are handled.

The Department of Public Safety is responsible for all aspects of Data Quality, Data Qs, and the Mississippi Crash Data Repository (ECRASH). Data Quality and the MS Crash Data Repository are handled by the DPS MS Crash team division of the Mississippi Highway Patrol. The MS Crash team unit is comprised of 1-3 accident reconstructionists in each of the nine MHP Districts. Each accident reconstructionist is supervised by three regional Master Sergeants. The Regional supervisors report to the Lieutenant and Major over the Crash Team. The Data Qs fall under the DPS Motor Carrier Safety Division Data Quality Division consisting of three 100% dedicated personnel. The MS Department of Public Safety is continually working to ensure that the data quality meets all federal requirements. The Crash Team Structure provides a layered supervisory system that must sign off on all crash data. to ensure accuracy. This system will be maintained to continue the MS Green Status. Each crash is scanned for accuracy and will continue to be during FY 23 to maintain Green Status.

The MCSD Data Quality Department within MCSD consists of three data specialists dedicated to ensuring inspection records are complete and accurate. Inspection accuracy is monitored for every inspection that comes into safety net, Any errors are noted and corrected. Tag numbers are run through NCIC to look for correct VIN numbers if a VIN number shows an error message. Timeliness will be reinforced for MCSD troopers to get all inspections in within the 21 day requirement, and to ensure inspections are complete and all data is correct. Any questions with the inspection reports are relayed to the inspecting officers for assistance. Appeals processes are handled by DPS MCSD unit.

Performance Measurements and Monitoring: Describe all performance measures that will be used to monitor data quality and DataQs performance and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Performance Measures:

- For Fy 23, Crash Record Completeness, Crash VIN Accuracy, Fatal Crash Completeness, Crash Timeliness, Crash Accuracy, and Crash Consistency will be maintained at Green Status by extensive monitoring by FMCSA and the DPS MS Crash Team.
- For Fy 23, Inspection Record Completeness will be monitored by the Data Quality Department of MCSD through Safety Net.
- For Fy 23, Inspection VIN numbers will be monitored by the Data Quality Department of MCSD. Any errors will be corrected by providing the correct VIN number into the record.
- For Fy 23, Inspection timeliness and Inspection Accuracy will continue to be a priority for all inspectors and data quality specialists, ensuring that accurate inspection reports are submitted by the 21 day timeline.

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State’s strategies, activities and monitoring. You must complete the safety audit data questions for the current year. You must select “yes” to make changes.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.207](#).) A State may conduct intrastate New Entrant safety audits at the State’s discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- **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.).

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

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

Trend Analysis for 2015 - 2019

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

New Entrant Safety Audits	2015	2016	2017	2018	2019
Interstate	393	576	417	345	391
Intrastate	0	0	0	0	0
Total Audits	393	576	417	345	391

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 2021 - 2023

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency: MS Department of Public Safety

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website	
Date information retrieved from NEWS Dashboard to complete eCVSP	07/21/2021
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	1182
Current Number of Past Dues	4

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: Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

Projected Goals for FY 2021 - 2023

Summarize projected New Entrant safety audit activities in the table below.

Projected Goals for FY 2021 - 2023 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2021		FY 2022		FY 2023	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	320	0	625	0	625	0
# of Safety Audits (Offsite)	80	0	155	0	155	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	400	0	780	0	780	0
# of Non-Audit Resolutions	200	0	400	0	400	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 MCSD New Entrant Audit section will assist in accomplishing the FMCSA goal of reducing the number of crashes and fatalities involving large trucks and commercial buses by conducting at least 400 New Entrant Safety Audits with the regulated time frames. New Entrant Audits totaled 612 in FY 2021, and should continue to increase in 2022 and 2023. Using the NEWS Dashboard table, Mississippi could see a 20% increase OR greater during FY 21-FY 2023 in the number of new commercial carriers entering the industry.

In FY 2019, the MCSD troopers were cross trained and certified to allow motor carrier units to conduct new entrant safety audits to reduce overdue audit numbers. MCSD troopers will conduct on-site audits twice a month in different areas of the state focusing on regions with the highest volume.

The New Entrant Program is running at full capacity to date. Currently there are three new entrant officers working full time. In order to meet the New Entrant Program requirements, four additional troopers were trained in New Entrant audits, and will work to address the increase in audit requests as shown in the NEWS Dashboard. New entrant staff will work closely on the remaining new carriers for non-audit resolutions.

Activity Plan for FY 2021 - 2023: 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.

New Entrant Program auditors will conduct 780 New Entrant Safety Audits in FY 2022 and 780 in 2023 in the required time based on the increased audit requests and entry dates of new carriers into the program. Safety Auditors will conduct approximately 625 at the carrier's place of business, and 155 audits will be completed at a central location conducive for the auditor. Group audits will be

conducted where necessary. Of the approximately 1180 new entrant carriers shown on the dashboard, 780 audits or 66% will be conducted by new entrant staff and MCSD troopers, and approximately 400 or 33% will be handled by non-audit resolution.

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.

Performance Measure: To complete 400 New Entrant Safety audits in FY 2021, 780 in FY 2022, and 780 in FY 2023 within 3 to 12 months of new carrier entry into the program, ensuring that all participants are in full compliance with FMCSRs and Hazardous Materials regulations.

The supervisor of the New Entrant section will review audit reports on a monthly basis for completeness and accuracy. Monthly meetings will be held to monitor progress in completing audits and monitoring the timeline to prevent overdue carriers in the inventory. Non-audit resolutions will be counted as well to ensure all new entrants are up to date.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2021 - 2023).

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

Please review your State's Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an Imminent Hazard (IH) or UNSAT/UNFIT 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 IH or UNSAT/UNFIT 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.

Part 3 Section 2 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2021 - 2023

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

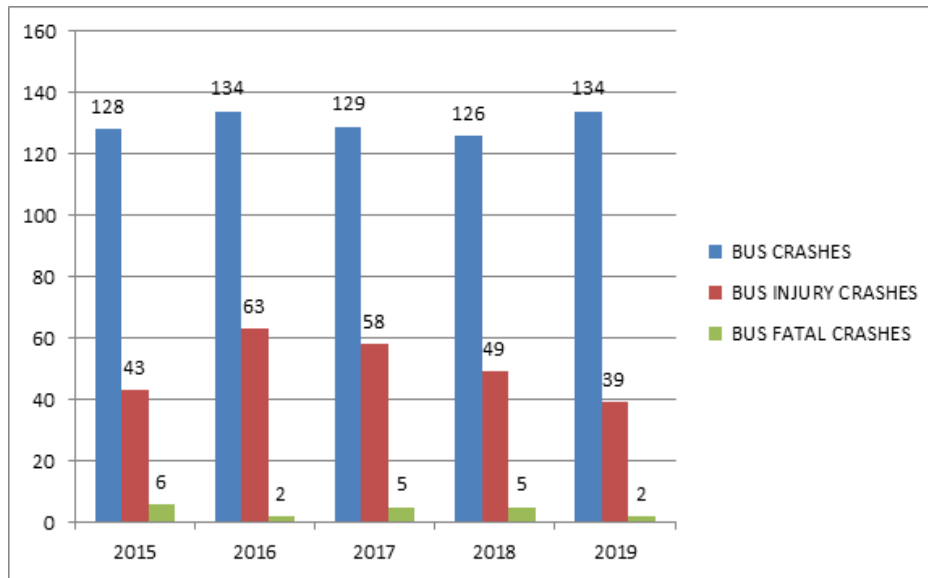
Passenger Carrier Crashes

Passenger carrier crashes have been remaining steady each year in Mississippi, with a total of 639 crashes from 2015 to 2019. Strict enforcement with strike details and enhanced investigations and inspections with FMCSA at carrier locations must continue to reduce passenger carrier crashes in the state. There were 128 bus crashes in 2015, with one fatal crash with one fatality, and 57 injury crashes with 115 injuries. In 2016, there were 134 bus crashes resulting in 2 fatal crashes with 2 fatalities and 43 injury crashes with 104 injuries. In CY 2017, there were 129 bus crashes, with 5 fatal crashes with 9 fatalities reported, 63 injury crashes with 162 injuries. In CY 2018, there were 126 bus crashes, 5 fatal crashes with 7 fatalities, and 58 injury crashes with 145 injuries. In CY 2019, preliminary data show 134 bus crashes, with 2 fatal crashes and 7 fatalities, 39 injury crashes, and 197 injuries. (Data Source: 6/05/2020 A & I online, MCMIS, and FARS).

In 2021-2023, the MCSA plans to concentrate on passenger carriers as part of the commercial vehicle safety plan. Mississippi has a large concentration of bus traffic in the northern and coastal regions of the state. Casinos in Harrison, Hancock, Neshoba, and Tunica Counties attract a large number of tour buses from all over the U.S. This higher volume and steady passenger carrier traffic has resulted in higher numbers of bus crashes.

MCSA plans to increase enhanced investigation and inspection efforts in the high traffic areas within the state for FY 2021-2023. At least one bus inspection strike-force detail per quarter or four per year will be performed throughout FY 2021 and will continue into FY 2022 and FY 2023. These activities will include Federal and MCSA efforts.

CY 2015-2019 BUS CRASHES BY INJURY AND FATAL



Projected Goals for FY 2021 - 2023: Enter the performance goal for the three-year CVSP period for the State’s passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2021, 2022 and 2023 must also be included.

Performance Goal: In an effort to support the National and State emphasis on passenger carrier crash reduction, MCSD will reduce bus crashes in the state by 15% over the next three fiscal years, or 5% per year, decreasing crashes from 134 in 2019 to 127 in FY 2021, to 121 in FY 2022, and to 115 in FY 2023.

Program Activities for FY 2021 - 2023: Provide additional information regarding how these activities will be implemented.

MCSD, along with FMCSA, will conduct at least one terminal inspection per year and at least four special emphasis roadside inspections to reduce passenger carrier crashes. Each detail will utilize three to four MCSD troopers working in eight hour shifts.

MCSD will continue to emphasize passenger carrier inspections in an effort to reduce bus crashes in the state. MCSD has a goal of a projected 1000 driver/vehicle inspections for passenger carrier vehicles over the next three years, with 320 in FY 2021, 330 in FY 2022, and 350 in FY 2023.

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

Performance Measure: The number of injury crashes involving passenger carrier vehicles will be reduced by 15% over FY 2021-2023, or by 5% per year. From 39 in 2019 to 37 in FY 2021; to 35 in FY 2022, and to 33 in FY 2023.

Performance Measure: The number of fatal bus crashes will be reduced to ZERO for FY 2021 - FY 2023.

Performance Measure: MCSD and its MCSAP partners will conduct at least one terminal inspection per year for FY 2021, FY 2022, and FY 2023.

Performance Measure: MCSD and its MCSAP partners will conduct at least four special emphasis roadside inspections per year for FY 2021, FY 2022, and FY 2023.

Bus crashes and roadside inspections will be monitored quarterly to determine if additional strike force details need to be added to the schedules.

Part 3 Section 3 - State Specific Objectives – Past
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No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2020 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 2020 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2020 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2020 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

(1) Improvement for the Safe and Secure Movement of CMV Cargo Tank Trucks By Enforcement of Traffic Laws and Safety Regulations on Cargo Tank CMVs. (THIS OBJECTIVE WAS REVISED PER FMCSA AS SHOWN BELOW)
Details were conducted focusing on heavy CMV trucks to reduce number of cargo tank crashes and rollovers.

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

Problem Statement: The primary mission of the MCSD is to reduce the number and severity of crashes, injuries, fatalities, and hazardous material spills involving commercial motor vehicles. To further this mission, MCAP will focus on the enforcement of traffic laws and safety regulations regarding CMVs in order to continue to reduce the number of crashes, especially rollover crashes in the state. The safe and secure transporting of cargo including gasoline, flammable gases, and crude oil are vital to protect the public and the environment. According to the MS Fatal Accident Reporting System (FARS), in CY 2015, there were 13 CMV related rollover fatalities out of a total of 73 CMV related fatalities. Rollover fatalities accounted for 18% of all CMV related fatalities. Of the 13 CMV related fatalities, nine fatalities or 12% involved the rollover of a CMV heavy truck. MCAP will conduct six details with emphasis on cargo tank trucks in high crash corridors during FY 2017. These extra details will increase the number of cargo tank inspections and hopefully reduce CMV crashes. Goals: • To decrease CMV heavy truck rollover fatalities statewide by 45% or 15% per year, from nine (9) during 2015 to eight (8) CMV rollover crashes in 2018, six (6) by 2019, and to five (5) by 2020. SEE BELOW for TO DATE PROGRESS.

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

Goals: • To decrease CMV heavy truck rollover fatalities statewide by 45% or 15% per year, from nine (9) during 2015 to eight (8) CMV rollover crashes in 2018, six (6) by 2019, and to five (5) by 2020. PROGRESS TO DATE: *In CY 2018 there were 8 rollover fatalities, which was equal to the goal of 8. *There were two rollover fatalities for CY 2019, a 75% decrease. *To date in CY 2020, there have been 57 rollover crashes, 27 injuries, and 0 fatalities. Strike details were conducted on heavy CMV trucks aimed at reducing rollover fatalities, and to date, rollover fatalities were reduced from a high of 15 in CY 2017 to zero to date in CY 2020.

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

Objectives: • During FY 18-2020, MCAP troopers will conduct six cargo tank truck strike details in areas with high CMV traffic, working eight hour shifts with at least eight motor carrier units at each detail. MCSD conducted six heavy tank truck details as stated above during FY 18-20. There were no difficulties reaching the goals and objectives for CY18-20. (2)Program Activity Plan The Mississippi Highway Patrol Motor Carrier Division will conduct six extra details with focus on Cargo tank CMVs in the high crash corridors consisting of at least eight certified motor carrier units. The Mississippi Highway Safety Patrol, Motor Carrier Safety Division troopers are all certified in HM. These troopers will conduct CMV details in the high crash corridor areas and other areas cargo tank CMVs travel most frequently. These details will be 8 hour shifts with 10 to 30 Motor Carrier Units present. Each certified trooper will be required to conduct 3 level ones per detail. All details will be worked during peak times and days. Data will be monitored monthly and stats forward to State FMSCA. • Task 1. High and low visibility enforcement will be used with marked and unmarked enforcement vehicles in the areas of high CMV crash corridors. • Task 2. Cell phone usage, texting, seatbelt violations,

placarding, proper tanks for HM, and CMV vehicle/driver safety will be targeted. Unmarked patrol cars will be patrolling the areas in search for cell phone usage and lack of seatbelts. Spotters will be used on overpasses to detect cellphone use and no seatbelts as well. CMV inspections will be used for checking placards, proper HM tanks, and safety violations to maintain CMV safety regulations on the highway. • Task 3. Inspection data obtained on HM details, rollover data and inspections with violations will be maintained and recorded to determine the areas of the state with the most cargo tank violations. * Six extra details were conducted. There were no difficulties in reaching the goals and objectives.

Activity #2

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

Improvement for the Safe and Secure Movement of CMVs (FY 2018 State Specific Objective Revised)

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

To decrease CMV heavy truck fatalities statewide by 45% or by 15% per year, from nine (9) rollover crashes during CY 2015 to eight (8) CMV rollover crashes in 2018, six (6) in 2019, and five (5) by 2020. PLEASE See BELOW.

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

During FY 18-20, MCSD troopers conduct at least four strike details focusing on CMV heavy trucks in high CMV traffic areas, working eight hour shifts with at least eight MCSD units at each detail. All details will be worked during peak times and days. Data will be monitored quarterly and reported in the MCSAP Quarterly reports. PROGRESS TO DATE: **For CY 2019, there were 182 rollover CMV crashes, with 75 injuries, and one fatality. ** For FY 2019 and 2020, there were four details that focused on heavy CMV trucks. **For CY 2019, there were two rollover fatalities, which was an 75% decrease. Goals were met. ** To date for CY 2020, there have been 57 rollover crashes, 27 injuries, and 0 rollover fatalities. Heavy CMV truck details are continuing to maintain low numbers of rollover fatalities.

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

Rollover CMV crashes will be monitored each quarter using the Report Beam data and annually with completed FARS and Ecrash calendar year data. No difficulties were experienced in reaching the goals and objectives for the state objectives.

Part 3 Section 4 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2021 - 2023. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Improvement for the Safe and Secure Movement of CMVs

Narrative Overview for FY 2021 - 2023

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

The State-Identified Objective for 2021-2023 is decreasing CMV heavy truck rollover crashes. The primary mission of the MCSD is to reduce the number and severity of crashes, injuries, fatalities, and hazardous materials involving commercial motor vehicles. To further this mission, the MCSD will focus on the enforcement of traffic laws and safety regulations of CMVs aimed at reducing the number of rollover crashes. According to the MS Fatal Accident Reporting System (FARS), in CY 2019, there were 182 CMV related rollover crashes, with 75 injuries and one fatality, accounting for 13% of all CMV related crashes statewide.

Projected Goals for FY 2021 - 2023:

Enter performance goal.

Goals: • To decrease CMV heavy truck crashes statewide by 15% or by 5% per year, from 182 rollover crashes during CY 2019 to 173 CMV rollover crashes in 2021, 165 in FY 2022, and 157 in FY 2023.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

Objectives: • During FY 21-23, MCSD troopers will conduct at least four strike details focusing on CMV heavy trucks in high CMV traffic areas, working eight hour shifts with at least eight MCSD units at each detail. All details will be worked during peak times and days. Data will be monitored quarterly and reported in the MCSAP Quarterly reports. To date for FY 2021, there have been 147 CMV rollover crashes according to MS Traffic Records data. .

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

Performance Measurement Plan/Monitoring: Rollover CMV crashes will be monitored each quarter using the Report Beam data and annually with completed FARS and E Crash calendar year data. To reach the goal of 5% decrease per year in commercial motor vehicle

crashes, the evaluator will monitor and accumulate data given from the officers and crash data received from the state. Reports on CMV crash data will be reported quarterly. An evaluation will be conducted quarter by quarter to see if our efforts are successful or if there needs to be a different approach taken. The number of high corridor and passenger carrier details, number of personnel, and number of man-hours will be reported each quarter.

State Objective #2

Enter the title of your State-Identified Objective.

NOT APPLICABLE

Narrative Overview for FY 2021 - 2023

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

Projected Goals for FY 2021 - 2023:

Enter performance goal.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

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.

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 2023 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. The budget category tables use 95 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 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 a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share 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 ensure 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 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,234,594.00	\$328,137.00	\$6,562,731.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$984,410.00
MOE Baseline:	\$107,648.67

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.

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

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):	\$984,410.00

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
Trooper Inspectors	30	100.0000	\$57,103.80	\$1,713,114.00	\$1,627,458.30	\$85,655.70	\$0.00
Support MC/NE/CR Staff	17	100.0000	\$40,938.00	\$695,946.00	\$661,148.70	\$34,797.30	\$0.00
Subtotal: Salary				\$2,409,060.00	\$2,288,607.00	\$120,453.00	\$0.00
Overtime Project Costs							
Overtime	1	100.0000	\$964,463.00	\$964,463.00	\$916,239.85	\$48,223.15	\$0.00
Subtotal: Overtime				\$964,463.00	\$916,239.85	\$48,223.15	\$0.00
TOTAL: Personnel				\$3,373,523.00	\$3,204,846.85	\$168,676.15	\$0.00
Accounting Method:	Cash						

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

The MCSD has a total of 30 FTE Troopers (30 Certified Inspectors) working full time (2 current vacancies to be filled in FY 2022) on MCSAP eligible enforcement/inspection activities. The salaries were calculated at 62,400 hrs. (2080 hrs. per year x 30 troopers) at average salary of \$57,103.80 x 30 for a total of \$1,713,114.

The MCSD has 17 civilian personnel working 100% in Motor Carrier, Compliance Review, Training, and New Entrant. The salaries were calculated @ 35,360 hours (2080 hrs per year x 17 staff) at an average salary of \$40,938.00 x 17 for a total of \$695,946.00.

The MCSD has 11 civilian staff working 100% on motor carrier activities including administration services, training, data entry, and information technology that support the Motor Carrier Unit. Two compliance review officers work on compliance review only.

The New Entrant staff includes three safety auditors (five more to be trained) who perform audits and site visits, and one support staff who received and reviews the new entrant list monthly and schedules carriers for audits, The New Entrant staff dedicate 100% of their time on New Entrant duties.

Overtime is being requested for the MCSD troopers and MHSP troopers for CMV traffic enforcement in the amount of \$964,463. Overtime will be used to conduct extra CMV inspection and traffic enforcement details in rural high crash CMV corridors across the state as described in the problem statement., including both MCSD and non MCSD troopers.

Overtime is calculated at an average time and one half rate of \$44.28 per hour.

Approximately 21,781 hours of overtime at the \$44.28 rate totals \$964,463. Eight hour details utilizing one MCSD trooper supervisor and three non MCSD troopers will be conducted at least once per week in each of the nine districts utilizing non MCSD troopers on their day off to conduct CMV traffic enforcement. Hours are approximate and were derived as follows: 4 troopers x 75.63 details x 8 hours x 9 districts

TOTAL Salary and overtime is \$3,373,523.00.

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. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and 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 rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

Actual Fringe Rate: a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

Aggregated Rate: a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

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 more information on this item see the [Fringe Benefits Job Aid below](#).

Fringe costs method: Actual Fringe Rate

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

Fringe Benefit Rate: 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.

Base Amount: The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Trooper Inspectors	68.0300	100.0000	\$1,713,114.00	\$1,165,431.45	\$1,107,159.88	\$58,271.57	\$0.00
MCSAP/NE/CR Support staff	34.7000	100.0000	\$659,946.00	\$229,001.26	\$217,551.20	\$11,450.06	\$0.00
Overtime	56.7300	100.0000	\$964,463.00	\$547,139.85	\$519,782.86	\$27,356.99	\$0.00
TOTAL: Fringe Benefits				\$1,941,572.56	\$1,844,493.94	\$97,078.62	\$0.00

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

Annual Fringe benefits for troopers increased to 68.03% in FY 2019. The retirement percentage was increased to 49.08% in January 2018. In FY 2022, the fringe are calculated as follows: Health/Life insurance @ 11.3%, FICA @ 7.65%, Retirement @49.08%. The budgeted amount of fringe is for 30 troopers.

For the 17 support staff, the fringe rate is @ 34.7% and is calculated as follows: Health/Life 11.3%; FICA 7.65%, Retirement @ 15.75%. The total budgeted fringe for support staff is \$229,001.26.

In FY 2022, overtime fringe was calculated @ 49.08% retirement and 7.65 FICA for a total of 56.73% for a total of \$.

(Fringe Total \$1,941,572.56, Federal: \$1,844,493.94; State: \$97,078.62)

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, airfare, lodging, meals, transportation, 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 §200.475](#).

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
Registration	5	0	100.0000	\$9,000.00	\$8,550.00	\$450.00	\$0.00
Lodging	30	5	100.0000	\$24,000.00	\$22,800.00	\$1,200.00	\$0.00
Food Per Diem	30	5	100.0000	\$6,750.00	\$6,412.50	\$337.50	\$0.00
Training travel costs	30	25	100.0000	\$123,750.00	\$117,562.50	\$6,187.50	\$0.00
New Entrant Travel	5	60	100.0000	\$15,000.00	\$14,250.00	\$750.00	\$0.00
New Entrant Workshop	6	18	100.0000	\$2,970.00	\$2,821.50	\$148.50	\$0.00
Misc. Travel Costs	5	0	100.0000	\$300.00	\$285.00	\$15.00	\$0.00
TOTAL: Travel				\$181,770.00	\$172,681.50	\$9,088.50	\$0.00

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

MC personnel will attend inservice training and program in-state and out-of-state travel throughout the program year. Costs are calculated as follows:

Per diem/food for 30 personnel @\$45 per day for 5 days =\$6750.

Lodging for 30 personnel @\$160 per night for 5 nights=\$24,000.

Registration for 5 staff to attend three CVSA conferences and other events@ \$600.00 x 3 x 5 = \$9,000.

Miscellaneous costs include meal and baggage tips and taxis/car service @ \$60 x 5 staff for a total of \$300.00.

New Entrant Travel for five auditors is calculated @ \$160 per day for 60 days (\$9600) and per diem for two days per month @\$45 per day (\$5400) Total \$15,000.

Six New Entrant staff will attend the NE Safety Audit Workshop for 3 days @ \$165 per day (\$2970)

Travel for Training related costs for 30 MCSAP Inspectors in various levels of certification is calculated as follows:

Daily training course costs are calculated at \$165 per day, which includes \$99 for lodging, \$40 for meals, and \$26 for miscellaneous.

- Level 1 A & B course is 10 days for cost of \$49,500;
- General HAZMAT for 5 days @ \$24,750;
- Cargo Tank Inspection for 5 days @ 24,750.
- Other Bulk Packaging Training for 5 days @ 24,750.00
- Total of 30 troopers X \$165 per day x 25 days = \$123,750.00.

TOTAL TRAVEL = \$181,770.00

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
Police Package Vehicles	13	\$32,500.00	100	\$422,500.00	\$401,375.00	\$21,125.00	\$0.00
Laptops with docking stations	14	\$2,640.00	100	\$36,960.00	\$35,112.00	\$1,848.00	\$0.00
Mobile Command Center	1	\$175,879.00	100	\$175,879.00	\$167,085.00	\$8,794.00	\$0.00
VB 400 Body Worn Cameras with 5 yr video service	34	\$2,000.00	100	\$68,000.00	\$64,600.00	\$3,400.00	\$0.00
TOTAL: Equipment				\$703,339.00	\$668,172.00	\$35,167.00	\$0.00
Equipment threshold is \$500							

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

The MCSAP Unit has a fleet of 37 enforcement vehicles that are 100% dedicated to the MCSAP program. Each of the enforcement vehicles are equipped with computer laptops for the immediate uploading of safety inspections. Thirteen (13) of the enforcement vehicles have reached high mileage (75,000 miles or three years) and have outlasted the useful life of a MS Highway Patrol vehicle. One of the new vehicles will also be used for public education, information, and training across the state. MS DPS has determined that trooper vehicles should be replaced at this low mileage due to excessive high speed pursuit. State policy is 150,000 miles or 7 years. However, DPS has determined, per state policy, that circumstances for law enforcement vehicles allow the vehicles to be replaced sooner. These 13 vehicles will be replaced at a cost of approximately \$32,500 each for a total of \$422,500.

MCSAP currently has 14 laptops that are out of warranty and have surpassed the 5 yr replacement requirements. The last price received for the laptop and corresponding dock is \$2,640 x 14 =(\$36,960).

For FY 2023, the MCSD is requesting a mobile command center vehicle to use at CMV traffic enforcement and inspection details across the state. This vehicle will be used at rural roads and work zone details in conjunction with the overtime requested for these details. Overtime is being requested for the MCSD troopers and MHSP troopers for CMV traffic enforcement in the amount of \$964,463. Overtime will be used to conduct extra CMV inspection and traffic enforcement details in rural high crash CMV corridors across the state as described in the problem statement, including both MCSD and non MCSD troopers.

Overtime details will be conducted utilizing the mobile command center throughout the state. Eight hour details utilizing one MCSD trooper supervisor and three non MCSD troopers will be conducted at least once per week in each of the nine districts utilizing non MCSD troopers on their day off to conduct CMV traffic enforcement. Hours are approximate and were derived as follows: 4 troopers x 75.63 details x 8 hours x 9 districts. The mobile command center will be used for these details, as well as regular details conducted by MCSD staff.

The Mobile Command Center will be used weekly, rotating in each of the designated high crash corridor details for rural roads and CMV traffic enforcement details utilizing MCSD and non MCSD troopers with at least five troopers per detail for 8 hour details. The schedule will be set by the Lieutenant in MCSD to ensure that the mobile command center is used in each of the regions. Records will be kept to report activity in MCSAP quarterly reports. The Mobile Command Center will also be made available for public outreach activities including teen events, statewide safety events, and local events as requested to promote CMV safety to the general public.

In addition, MSDPS requests funding to purchase 34 body worn cameras for the MCSD troopers @ \$2000 each for a total of \$68,000. These cameras include a 5 year video service. MCSD troopers need the body worn cameras for every day enforcement to ensure officer safety and as an additional tool during inspections and traffic enforcement.

The Equipment threshold amount for the MS Department of Public Safety is \$500.

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
Uniforms & related supplies	30 each	\$550.00	100.0000	\$16,500.00	\$15,675.00	\$825.00	\$0.00
General Office Supplies	12 month	\$238.71	100.0000	\$2,864.52	\$2,721.29	\$143.23	\$0.00
Barcode scanners	35 each	\$460.00	100.0000	\$16,100.00	\$15,295.00	\$805.00	\$0.00
Mobile Document scanners	25 490	\$490.00	100.0000	\$12,250.00	\$11,637.50	\$612.50	\$0.00
mobile scanner printers	18 \$490	\$490.00	100.0000	\$8,820.00	\$8,379.00	\$441.00	\$0.00
TOTAL: Supplies				\$56,534.52	\$53,707.79	\$2,826.73	\$0.00

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

The MCSD currently uses barcode scanners purchased 15 years ago that have been discontinued. The barcode scanners are needed to scan driver's licenses, cab cards, VINs or any other barcode for the purpose of entering into the MCSD inspection report software. Scanning the data helps eliminate human error when capturing these data, which are essential to accurate CMV inspection reporting. The current scanners were purchased over 15 yrs ago and need to be replaced.

The most recent price received for barcode replacements is \$460 each, with 35 units requested 35 units. $35 \times \$460 = (\$16,100)$

The MCSD is in need of mobile document scanners for the inspectors to improve inspection and related document processing and handling. The mobile document scanner that MHSP has been testing has a price of \$490. We would need 1 for every Inspector plus backups, requesting 25 units. $\$490 \times 25 = \$12,250$.

For the Auditors/Compliance review/Supervisors in the MCSD, HP 250 mobile scanner/printers are requested. These personnel require the use of a printer and scanner outside of Inspections. The thermal in car printer is insufficient for anything other than printing tickets and inspections. The combo printer/scanner would

eliminate the need to buy both machines for these personnel. The HP combo costs \$490, with 18 units requested. $490 \times 18 = \$8820.00$

General Office Supplies (paper clips, paper, toner, etc) @ \$238.71 per month for a total of \$2,864.52 per year.

Uniforms and related supplies for 30 MCSAP personnel cost on average \$550.00 per person for a total of \$16,500.00

Total Supplies budgeted are \$56,534.52.

\$56,534.52

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.

The Unique Entity Identifier (UEI) is the new, non-proprietary identifier that replaces the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

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	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
TOTAL: Contractual and Subaward				\$0.00	\$0.00	\$0.00	\$0.00

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

No contractual costs have been added.

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 (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, 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 in the “My Documents” area in the eCVSP tool and through Grants.gov. 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
MOE - Maintenance, Utilities	1	\$120,350.70	0.0000	\$0.00	\$0.00	\$0.00	\$115,417.08
Copiers/ Fax, etc	12 month	\$250.00	100.0000	\$3,000.00	\$2,850.00	\$150.00	\$0.00
Communications inc. cell phones, air cards	45 each	\$100.00	100.0000	\$4,500.00	\$4,275.00	\$225.00	\$0.00
Fuel Cost	12 month	\$23,987.59	100.0000	\$287,851.08	\$273,458.53	\$14,392.55	\$0.00
CVSA Decals	38000 each	\$0.28	100.0000	\$10,640.00	\$10,108.00	\$532.00	\$0.00
TOTAL: Other Costs				\$305,991.08	\$290,691.53	\$15,299.55	\$115,417.08

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

Communications include cell phones and computer air cards for 45 staff @\$100 each for a total of \$4500. (Federal: \$4275; State \$225)

Copiers and Fax machine leases average \$250 a month x 12 months for a totla of \$3000 per year. (Federal: \$2850; State: \$150)

Due to continued rise in costs for fuel, additional funds were added to annual fuel costs for motor carrier unit. Fuel Costs average 23,987.59 per month for 12 months for all MCSAP staff = \$287,851.08. (Federal: 273,458.53; State: 14,392.55)

CVSA decals are \$.28 each x 38,000 = \$10,640 per year. (Federal; \$10,108; State: \$532)

Maintenance of Effort:

Office Space: These costs will be covered in building square footage as follows: 37,975 x \$12.00 Per Department of Finance and Administration. The Headquarters building cost for the DPS is \$455,700 TOTAL. Office Space for Motor Carrier Division, located on the basement level of ths Headquarters building, has been measured to be 6958 Sq. Ft x 12 = \$83,496.00. In FY 2020, additional office space for Motor Carrier was allocated, with some Motor Carrier staff being relocated to the basement level.

Cell Phone Usage:

Cell phone usage for FY 2020 MOE documentation for the MCSAP division was \$31,921.08.

TOTAL MOE for FY2020 = \$115,417.08

MOE totals for FY 2021 will be submitted by the deadline of September 30, 2022.

TOTAL COSTS = \$305,991.08

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,234,594.00	\$328,137.00	\$6,562,731.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$984,410.00
MOE Baseline:	\$107,648.67

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Trooper Inspectors	\$1,627,458.30	\$85,655.70	\$1,713,114.00	\$0.00
Support MC/NE/CR Staff	\$661,148.70	\$34,797.30	\$695,946.00	\$0.00
Salary Subtotal	\$2,288,607.00	\$120,453.00	\$2,409,060.00	\$0.00
Overtime	\$916,239.85	\$48,223.15	\$964,463.00	\$0.00
Overtime subtotal	\$916,239.85	\$48,223.15	\$964,463.00	\$0.00
Personnel total	\$3,204,846.85	\$168,676.15	\$3,373,523.00	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Trooper Inspectors	\$1,107,159.88	\$58,271.57	\$1,165,431.45	\$0.00
MCSD/NE/CR Support staff	\$217,551.20	\$11,450.06	\$229,001.26	\$0.00
Overtime	\$519,782.86	\$27,356.99	\$547,139.85	\$0.00
Fringe Benefits total	\$1,844,493.94	\$97,078.62	\$1,941,572.56	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Registration	\$8,550.00	\$450.00	\$9,000.00	\$0.00
Lodging	\$22,800.00	\$1,200.00	\$24,000.00	\$0.00
Food Per Diem	\$6,412.50	\$337.50	\$6,750.00	\$0.00
Training travel costs	\$117,562.50	\$6,187.50	\$123,750.00	\$0.00
New Entrant Travel	\$14,250.00	\$750.00	\$15,000.00	\$0.00
New Entrant Workshop	\$2,821.50	\$148.50	\$2,970.00	\$0.00
Misc. Travel Costs	\$285.00	\$15.00	\$300.00	\$0.00
Travel total	\$172,681.50	\$9,088.50	\$181,770.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Police Package Vehicles	\$401,375.00	\$21,125.00	\$422,500.00	\$0.00
Laptops with docking stations	\$35,112.00	\$1,848.00	\$36,960.00	\$0.00
Mobile Command Center	\$167,085.00	\$8,794.00	\$175,879.00	\$0.00
VB 400 Body Worn Cameras with 5 yr video service	\$64,600.00	\$3,400.00	\$68,000.00	\$0.00
Equipment total	\$668,172.00	\$35,167.00	\$703,339.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Uniforms & related supplies	\$15,675.00	\$825.00	\$16,500.00	\$0.00
General Office Supplies	\$2,721.29	\$143.23	\$2,864.52	\$0.00
Barcode scanners	\$15,295.00	\$805.00	\$16,100.00	\$0.00
Mobile Document scanners	\$11,637.50	\$612.50	\$12,250.00	\$0.00
mobile scanner printers	\$8,379.00	\$441.00	\$8,820.00	\$0.00
Supplies total	\$53,707.79	\$2,826.73	\$56,534.52	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Contractual and Subaward total	\$0.00	\$0.00	\$0.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE - Maintenance, Utilities	\$0.00	\$0.00	\$0.00	\$115,417.08
Copiers/ Fax, etc	\$2,850.00	\$150.00	\$3,000.00	\$0.00
Communications inc. cell phones, air cards	\$4,275.00	\$225.00	\$4,500.00	\$0.00
Fuel Cost	\$273,458.53	\$14,392.55	\$287,851.08	\$0.00
CVSA Decals	\$10,108.00	\$532.00	\$10,640.00	\$0.00
Other Costs total	\$290,691.53	\$15,299.55	\$305,991.08	\$115,417.08

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$6,234,593.61	\$328,136.55	\$6,562,730.16	\$115,417.08
Total Costs Budgeted	\$6,234,593.61	\$328,136.55	\$6,562,730.16	\$115,417.08

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,234,594.00	\$328,137.00	\$6,562,731.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$984,410.00
MOE Baseline:	\$107,648.67

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$2,288,607.00	\$120,453.00	\$2,409,060.00	\$0.00
Overtime Subtotal	\$916,239.85	\$48,223.15	\$964,463.00	\$0.00
Personnel Total	\$3,204,846.85	\$168,676.15	\$3,373,523.00	\$0.00
Fringe Benefits Total	\$1,844,493.94	\$97,078.62	\$1,941,572.56	\$0.00
Travel Total	\$172,681.50	\$9,088.50	\$181,770.00	\$0.00
Equipment Total	\$668,172.00	\$35,167.00	\$703,339.00	\$0.00
Supplies Total	\$53,707.79	\$2,826.73	\$56,534.52	\$0.00
Contractual and Subaward Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Costs Total	\$290,691.53	\$15,299.55	\$305,991.08	\$115,417.08
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$6,234,593.61	\$328,136.55	\$6,562,730.16	\$115,417.08
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$6,234,593.61	\$328,136.55	\$6,562,730.16	\$115,417.08

Part 5 - Certifications and Documents

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

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

Part 5 Section 1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Captain Dennis Stevenson
2. What is this person's title? Director of Motor Carrier Division
3. Who is your Governor's highway safety representative? Ray Sims
4. What is this person's title? Executive Director of Public Safety Planning

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

- Yes
- Yes, uploaded certification document
- No

State Certification declaration:

I, Captain Dennis Stevenson, Director of Motor Carrier Division, on behalf of the State of MISSISSIPPI, 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? Captain Dennis Stevenson
2. What is the title of your certifying State official? Director of Motor Carrier Safety Division
3. What are the phone # and email address of your State official? 601-987-1454 dstevenson@dps.ms.gov

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

- Yes
- Yes, uploaded certification document
- No

I, Captain Dennis Stevenson, certify that MISSISSIPPI 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