NEW HAMPSHIRE

Commercial Vehicle Safety Plan

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

Fiscal Years 2023 - 2025

Date of Approval: June 20, 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 2023 - 2025)
- Part 2: Crash Reduction and National Program Elements (FY 2023 - 2025)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2023 - 2025)
- 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

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 Department of Safety (NHDOS) Division of State Police Troop G is the lead agency in New Hampshire authorized to administer the Motor Carrier Safety Assistance Program (MCSAP).

NH State Police (NHSP) Troop G's mission is to develop and implement effective strategies to reduce commercial motor vehicle (CMV) involved crashes resulting in injuries or loss of human life. Identifying high risk crash corridors and causation by analyzing data assists us in utilizing uniform inspections and traffic enforcement activities to target menacing driver behaviors and unsafe commercial motor vehicles. Out of Service commercial motor vehicles and drivers jeopardize the safety of the motoring public on NH roadways. Troop G Troopers also augment their crash reduction efforts with education and outreach to the general public and the motor carrier industry.

New Hampshire has 1.39 million residents, as reported by the U.S. Census Bureau, within 10 counties. New Hampshire is predominately a rural state with a couple of urbanized areas. There are two cities in the southern tier which are densely populated; however, the northern tier is rural and mountainous. The northern tier borders the Quebec Province in Canada to the north, Vermont to the west and Maine to the east and serves as the primary location for logging and forestry operations. NH is the only state that borders Maine so it is the primary conduit corridor for interstate carriers driving in and out of Maine; as such NH is a small state with a large transient CMV population. The interstate highways, nearly 300 miles, carry the majority of commercial traffic transporting passengers, hazardous materials and property.

By implementing the activities set forth in our FY 2023-FY 2025 Basic MCSAP, New Entrant Program, and Border Enforcement Program, Troop G's Motor Carrier Enforcement Unit's (MCEU) primary goal is to improve CMV operation safety resulting in less fatal and non-fatal crashes, serious injuries, and hazardous material incidents.

As it is unknown what the future holds regarding the COVID-19 pandemic, it should be noted that projected grant activities, goals and expenditures may be impacted as it was in 2020. Government, state, and division mandated restrictions required New Hampshire, like other states, to implement new ways of doing business to keep the public and essential workers safe while performing MCSAP eligible activities. MCSAP and Border Enforcement inspection and enforcement activity, overtime, travel, training, outreach and education, and purchasing may be limited again in response to the pandemic. NH will keep our FMCSA Division apprised of potential challenges and utilize FMCSA resources for updated information and grant management guidance.

This year, New Hampshire State Police revised their current Fair and Impartial Policing Policy emphasizing the duties of Division members to comply with the Title VI of the Civil Rights Act of 1964 and related non-discrimination authorities. NHSP also developed a Commercial Motor Vehicle Inspection Policy providing uniform guidelines for the selection of commercial motor vehicles for inspections to support equitable enforcement practices. Both policies outline the characteristics of discrimination including Limited English Proficiency (LEP). NHSP developed a Title VI training using an e-learning platform for all Division members to review in the coming months. It is the policy of NHSP to respect and protect the constitutional rights of all individuals during law enforcement contacts. NH's FY 2023 Title VI Plan was approved by FMCSA on July 26, 2022.

Part 1 Section 3 - MCSAP Structure Explanation

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
◉	○	Are there initiatives involving "rural roads" included in this CVSP?
○	◉	Does your State voluntarily submit an annual Training Plan to the National Training Center (NTC)?
○	◉	Does your State include activities regarding Migrant Worker Transportation in Rural Areas in this CVSP?

The Division of State Police Troop G has the state's sole authority to enforce Federal Motor Carrier Safety Regulations, Federal Hazardous Material Regulations and compatible State Laws and Regulations under NH RSA 266:72a and b.

Troop G currently has 31 NASI certified State Troopers trained to perform commercial vehicle roadside inspections and traffic enforcement of CMVs and vehicles in the vicinity of CMVs. This is a 34% reduction from the 47 certified troopers in 2020. Troop G anticipates filling three (3) vacant positions as soon as possible; however, there are numerous vacancies within the Division and it is sometimes difficult to recruit for this specific expertise.

The Basic MCSAP Grant supports salaries and fringe benefits for five (5) of the Troop G troopers and two (2) civilians dedicated 100% to the program. The seven (7) full time positions include: three (3) Sergeants responsible for supervising all motor carrier certified troopers, data collection and analysis, responding to Data Q's, conducting inspections, safety audits, and carrying out MCSAP administrative tasks; two (2) troopers that conduct roadside inspections, size and weight, and enforcement; and two Program Assistants assigned to collect data, assist with quarterly reports, clerical tasks, etc. The Program Specialist III is a part time position assigned to write, manage, and administer the grant award, complete reports, prepare the State biennium budget as applicable to FMCSA funding, and oversight of grant compliance.

In addition to five (5) MCSAP funded troopers, there are 9 other full time troopers assigned to the Motor Carrier Enforcement Unit (MCEU) within Troop G having the primary responsibility of conducting roadside inspections and enforcing laws pertaining to commercial vehicle safety and hazardous materials. There are also three (3) retired certified troopers that returned as part time auxiliaries to conduct inspections and New Entrant safety audits. The remaining 14 full time motor carrier certified troopers in Troop G, while conducting inspections part time, also enforce the New Hampshire Motor Vehicle and Criminal Code, laws and regulations governing registration, state inspection, pupil transportation, Driver Education, size and weight, over-dimensional loads, dyed fuel violations, and IFTA. As noted above NHSP plans to fill a minimum of three (3) vacancies in the Motor Carrier Enforcement Unit as soon as possible. The time devoted to MCSAP eligible inspection activities by these full time and part time inspectors (as tracked) is either charged to the grant or used to meet our MOE requirement.

Of the 31 troopers currently certified to conduct Level 1 inspections; the following have additional certifications:

- 10 are certified to conduct hazardous materials inspections
- 6 are certified to conduct cargo tank inspections
- 5 are certified to conduct passenger carrier inspections
- 2 are certified to conduct Level VI Highway route controlled radioactive material inspections
- 2 have completed the Enhanced Post Collision Inspection training

New Hampshire utilizes a hard match to fulfill the 5% matching requirement for MCSAP funding which is obtained through our state highway fund. The NH Highway fund provides the source of funding for the MCSAP Maintenance of Effort requirements such as salary and fringe benefit costs, vehicle and equipment costs, and supplies.

Part 1 Section 4 - MCSAP Structure

Instructions:

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

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

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

Lead Agency Information	
Agency Name:	DOS STATE POLICE
Enter total number of personnel participating in MCSAP activities	35
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	31
Traffic Enforcement Activities	31
Investigations*	3
Public Education and Awareness	10
Data Collection and Reporting	5
* 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:	
Total # of MCSAP Participating Personnel:	

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 2023 - 2025 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

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 2017 - 2021

***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: Actual # Fatal Crashes

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	8	6	8
01/01/2020	12/31/2020	7	10	7
01/01/2019	12/31/2019	7	5	7
01/01/2018	12/31/2018	14	5	14
01/01/2017	12/31/2017	11	11	11

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: Actual # Fatal Crashes

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			
01/01/2021	12/31/2021	0	0	0
01/01/2020	12/31/2020	0	0	0
01/01/2019	12/31/2019	0	0	0
01/01/2018	12/31/2018	2	0	2
01/01/2017	12/31/2017	0	0	0

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 # Fatal Crashes

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			
01/01/2021	12/31/2021	0	0	0
01/01/2020	12/31/2020	0	0	0
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

Enter the data sources and capture dates of the data listed in each of the tables above.
FMCSA MCMIS and State Crash Records data snapshot 6/24/2022.

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

There were two (2) fatal crashes in CY 2018 involving school buses. The involved passenger vehicles crossed the center line striking a bus. Both of the passenger vehicle drivers perished.

Although NH has not had a specific fatal crash reduction goal each year for passenger carriers or hazardous material transportation it has been included in the overall crash reduction goal. NH continues to be vigilant in enforcing passenger carrier and hazardous material regulations through inspections, traffic enforcement, industry outreach, and public outreach to increase awareness to drive safely around commercial motor vehicles.

One of our high crash counties, Hillsborough, continuously proves to be a challenge to conduct CMV enforcement due to limited “safe places” to perform inspections. Because New Hampshire is predominantly a rural state, many of the roadways are 2 lane roads. Errors in judgment and driver safety often have consequences resulting in crashes. Commercial motor vehicles often use these roads to circumvent regulatory enforcement on highways.

Narrative Overview for FY 2023 - 2025

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.
New Hampshire is currently spending our 2021 MCSAP award and tracking the coinciding activities and goals established in the grant application.

Our total crashes decreased over the last three (3) years FY 2019-2021, 503 in FY 2019, 449 in FY 2020, and 438 in FY 2021.
Our goal to reduce fatal crashes was as follows:
-CY 2020 - reduce the 14 fatal crashes in CY 2018 by 1%.
-CY 2021 - reduce the CY 2020 fatal crashes by 1%.
-CY 2022 - reduce the CY 2021 fatal crashes by 1%.
In CY 2020 there were seven (7) fatal crashes, a reduction of 50%. In CY 2021 there were 7 fatal crashes with no reduction from CY 2020. To date in CY 2022 there have been 3 fatal crashes.

The reduction goal for non-fatal crashes was as follows:
-FY 2020 - reduce the 504 non-fatal crashes in FY 2018 by 1% (5 crashes).
-FY 2021 - reduce the FY 2020 non-fatal crashes by 1%.
-FY 2022 - reduce the FY 2021 non-fatal crashes by 1%.
In FY 2020 there were 442 non-fatal crashes, a 12.3% reduction from the 504 crashes in FY 2018. In FY 2021 there were 429 crashes, a 2.9% reduction exceeding our goals. To date there are 304 non-fatal crashes..ed in rural areas on two lane roads.

Troop G analyzed FARS data 2009 through 2012, and it was determined that 20% of the CMV involved fatal crashes were deemed the fault of the commercial motor vehicle (CMV). However, over the last three (3) years, CY 2019-2021, the CMV was deemed at fault in 32% of the fatal crashes, an increase of 12%. Driver distraction, failure to yield and center line encroachment continue to be prominent causes. Troop G plans to increase enforcement and Level 3 inspections to address driver behavior and prevent crashes.

Although New Hampshire is seeing a downward trend in non-fatal crashes, we understand there is still a lot of work to do to reduce these further. Commercial motor vehicles were deemed at fault in 46.8% of the non-fatal total crashes involving a commercial motor vehicle in FY 2018. That percentage has increased to an average of 52.15% in FY 2019-2021.

Crash trend analysis for FY 2019 - FY 2021 reveals:

- 90.8% of crashes occur Monday through Friday between the hours of 6:00 AM and 6:00 PM.
- 67.2% occurred in our three heaviest populated counties: Merrimack, Rockingham, and Hillsborough, home to our 5 highest crash cities/towns in the southern region of the state. This is a slight decrease from the 69% in FY 2017 and 2018. Hillsborough County presents a continuing challenge for Troop G because there are limited safe locations to conduct inspections.
- The five high crash cities/towns are: Manchester and Nashua in Hillsborough County; Londonderry in Rockingham County; Concord in Merrimack County; and Portsmouth in Rockingham County.
- The primary crash causation was driver behavior to include driver inattention/distraction, failure to yield, following to close, speed, and improper lane use for CMVs and passenger vehicles. Sixty percent of the CMV involved crashes were the result of these 5 unsafe driving behaviors. Although, winter snow, slush, and ice were surface conditions present in an average of 19% of the crashes in FY 2019-2021.

Enter the data source and capture date:
FMCSA MCMIS as of 6/24/2022 State Crash Records data snapshot 6/24/2022 VMT FHWA's Highway Statistics (annual data)

Projected Goal for FY 2023 - 2025:

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
2023	15
2024	15
2025	15

The CMV fatal crash rate (per 100 million VMT) CY 2016-2021 depicts that New Hampshire (0.0686) is one of 17 states where fatal crashes are decreasing compared to the national trend which is increasing. This is encouraging; however, New Hampshire continues to set crash reduction goals to reduce fatal and non-fatal crashes. Our overall CMV crash reduction goal for the next three years is 15% each year, as recommended by the MCSAP Planning Supplemental. Based on the 438 total crashes in FY 2021: The reduction goal for CMV fatal crashes is: -CY 2023 - reduce the 8 fatal crashes in CY 2021 by 15%. (1 crash) -CY 2024 - reduce the CY 2023 fatal crashes by 15%. -CY 2025 - reduce the CY 2024 fatal crashes by 15%. NH recognizes our CMV fatality cohort is so small that a singular CMV event can significantly skew our statistics. The reduction goal for non-fatal crashes during the performance period of this grant is: -FY 2023 - reduce the 429 crashes in FY 2021 by 15% (64 crashes). -FY 2024 - reduce the FY 2023 non-fatal crashes by 15%. -FY 2025 - reduce the FY 2024 non-fatal crashes by 15%.

Program Activities for FY 2023 - 2025: 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.

1. Troop G will conduct 8,250 inspections during the performance period of this grant.

2. Troop G Troopers will conduct 12 inspection and high visibility enforcement initiatives, March through December, as weather permits. These "Truck Days" require participation by all certified Troopers and focus on CMV moving violations, safety belts, CDL license violations, equipment violations, hours of service, medical certifications, and hand held electronic device usage.

3. Troop G Troopers will conduct 6 high visibility enforcement initiatives on identified high crash corridors each year throughout the performance period with a special emphasis in Hillsborough, Rockingham and Merrimack Counties. This will include participation in saturation patrols in conjunction with other Troop stations to address driver behavior as outlined in Section 3- Roadside Inspections. This is a new initiative implemented by the Division to reduce crashes as the majority of crashes are caused by unsafe and non-compliant drivers.

4. Directed patrols for traffic enforcement on CMVs and non-CMVs driving erratically around CMVs as noted in Section 5- Traffic Enforcement.

5. The Motor Carrier Unit (MCEU) will schedule 2 unannounced directed patrols each year throughout the performance period in the City of Manchester in Hillsborough County. The MCEU will work with the Manchester Police Department to direct CMVs to various locations within city limits where it is safe to conduct inspections. Approximately 3 troopers and a supervising Sgt. will participate in each of the directed patrols.

6. Troop G will schedule 2 passenger carrier destination inspection events at ski resorts during the winter months each year with one or two troopers.

7. Troopers will target early morning CMV activity during three (3) "Operation Sunrise" patrols each year to conduct inspections, traffic and weight enforcement.

8. Troop G will attempt to schedule a state cross border enforcement day each year with Maine and/or Vermont to improve carrier compliance and reduce CMV crashes. The corridors utilized by out of state domiciled carriers entering NH serve as primary conduit to reach numerous destinations nationwide. These corridors include several interstates and state highways such as Rte. 302, Rte. 2, Rte. 4, and Rte. 101, some located in remote areas.

9. Emphasize the primary types of driver behavior resulting in crashes (ie. distracted driving) during the annual Troop G in-service training.

9. Emphasize safety tips such as safe distance and avoid distractions when driving in work zones. This information will be discussed in industry outreach presentations and Teens and Trucks presentations as a proactive measure to reduce work zone crashes as infrastructure improvements increase.

The NHSP has implemented day to day safety precautions in response to COVID-19 so that Troopers can continue to carry out our mission of reducing crashes and improve carrier compliance; however, the program activities could potentially be affected due to future COVID-19 outbreaks. As noted in our Mission/Goal Statement, Troop G will modify enforcement details and activity if mandated by the State and Division to ensure the safety of the public and our troopers during an outbreak. Restrictions or modifications will be conveyed to the FMCSA NH Division Office.

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.

The MCEU Sergeants will monitor the number of fatal and non-fatal crashes quarterly and compare to inspection and enforcement activity. This will enable them to identify trends in crash areas, CMV driver behavior, and inspection violations to develop strategic enforcement. The causation of fatal and non-fatal crashes will be tracked to determine commonalities such as the age of the at fault driver, road conditions, unsafe speed, driver negligence, etc. NH recognizes our CMV fatality cohort is so small that a singular CMV event can significantly skew our statistics.

Quarterly meetings will be held with the Program Specialist and MCEU supervisors to monitor progress in reaching our FY 2023, 2024,and 2025 crash reduction goals. Progress will be reported quarterly to FMCSA in the SF-PPRs.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2023 - 2025. 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 2017 - 2021

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	2404	2283	2874	2469	2051
Level 2: Walk-Around	4185	3539	5571	4622	4560
Level 3: Driver-Only	2858	3860	4412	3259	3716
Level 4: Special Inspections	0	18	20	33	1
Level 5: Vehicle-Only	95	52	36	80	46
Level 6: Radioactive Materials	0	0	0	0	0
Total	**9542**	**9752**	**12913**	**10463**	**10374**

Narrative Overview for FY 2023 - 2025

***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.
Troop G uses the INSPECT inspection program.

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.

NHSP understands that inspections are imperative to ensure CMV regulatory compliance and improve safety. Troop G tailors its inspection activities to specific targeted areas within the state; which includes the availability of two fixed facilities on I93 in the southern region of the state, off-road locations, pullout areas, and terminal locations. Like many other states the motor carrier enforcement unit has experienced a 24% reduction from the 42 certified troopers in 2020, impacting our inspection projections for FY 2023-2025.

NHSP Troop G will conduct 8,250 inspections each year FY 2023-2025.Troop G requires certified motor carrier troopers to check CMV driver status in Query Central and perform a second review in the CDLIS database to ensure detection and enforcement of a driver's prohibited status within the Drug and Alcohol Clearing House. The Troop G MCEU supervisors have directed certified troopers to conduct a requisite number of inspections throughout the certification period and their activity levels are reviewed by their supervisors quarterly, at a minimum. Sergeants will emphasize the importance of quality and consistent roadside inspection data and identifying carriers under a Federal OOS order at Troop G's annual in service training.

Inspection activities are outlined in Section 1- Crash Reduction.

New Strategy for FY 2023-2025: CMV involved crashes are often the result of unsafe driving behaviors such as failure to yield, speed, distracted driving, or center line encroachment on rural roads throughout the state. Unsafe operation by commercial motor vehicle drivers and non-commercial motor vehicle drivers continues to be a significant concern to the state as it can often have catastrophic outcomes. Consequently, Troop G is modifying its usual activity plan and shifting focus to level 3 inspections to exceed the recommended 33% of total inspections as noted above. This will provide the opportunity to correct or prevent driver behavior related crashes by both commercial motor vehicle and passenger vehicle operators. Troop G will participate in saturation patrols with other Troop stations working simultaneously to identify CMV and non-CMV operators who fail to move over for emergency vehicles as required by law in response to an increase in crashes involving law enforcement officers roadside. The purpose of the saturation patrols is to dedicate a large number of Troopers to patrol high-crash corridors traveled by commercial motor vehicles and passenger vehicles and target drivers

exhibiting unsafe and unlawful driving. While Troop G troopers conduct Level 3 inspections to focus on CMV drivers and address unsafe driver behaviors, it provides an opportunity for Troopers who are not certified to conduct commercial motor vehicle inspections, to take enforcement action against passenger vehicles operating unsafely around emergency vehicles and commercial motor vehicles. Troop G will continue to participate in the saturation patrols scheduled by NHSP in an effort to reduce crashes and improve CMV safety.

NHSP recently recognized a form of human/labor trafficking with delivery service partners. Companies recruit and lease trucks or vans to individuals to deliver packages, some of the individuals do not have a valid driver license to operate. Their labor and wages are exchanged for their truck payment and associated costs such as fuel and insurance. Some of drivers take home minimal wages at the end of the week, sometimes even owing money to the employer. Troopers have completed training from Truckers Against Trafficking; however will recieve additional information and guidance in identifying labor trafficking in the Troop G In Service Training hosted by command staff. Potential human trafficking is reported to authorities in New Hampshire and the National Human Trafficking Hotline.

Troopers also participate in special inspection and enforcement activities as necessary in high crash areas, Road Check, Driver Safety Week, and the National Passenger Safety Initiative, destination inspections, which are all critical in identifying safety violations.

Quantitative progress of each inspection goal will be compared to the projected inspections quarterly in SafetyNet. The MCEU Sergeants will evaluate the type of violations and identify high risk areas so that strategies can be modified and resources reallocated to meet the present need. MCEU Sergeants research and respond to all RDRs; driver and carrier inspection challenges are monitored as part of a quality review to address any Trooper training deficiencies.

ROUTES: NH is predominately a rural state as noted in our Mission/Goal section. Rural roads create a challenge in NH because most are two way roads, some in remote areas. These roads are always a focus area for NHSP Troop G as they are the only Troop that covers all 10 counties in their daily activities. MCEU troopers are assigned to their home patrol/inspection area throughout the state and conduct inspections and enforcement on rural roads where there is a heavy CMV presence, especially in the northern region. We recognize that high visibility inspection activity on the interstates often diverts CMV traffic to local rural roads such as Rte. 302, Rte. 2, Rte. 9, and Rte. 101 to avoid regulatory enforcement causing safety concerns in those communities. Certain industries hauling goods such as sand and gravel, forestry products, and construction equipment and material will circumvent the main arteries, especially during off peak hours, knowing they are overweight, do not have a DOT number, or have a deficient Safety Measurement System (SMS) rating. They also schedule "Operation Sunrise" enforcement patrols in the early morning hours to increase compliance and reduce CMV involved crashes.

Inspection activity could potentially be affected due to future COVID-19 outbreaks. As noted in our Mission/Goal Statement, Troop G will modify activity as mandated by the State and Division to ensure safety of the public and our troopers, but continue our mission of reducing crashes and improving carrier compliance to achieve our goals.

Projected Goals for FY 2023 - 2025

***Instructions for Projected Goals**:*

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2023 - 2025. 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: DOS STATE POLICE

Enter the total number of certified personnel in the Lead agency: 31

Projected Goals for FY 2023 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1750	50	5	1805	21.88%
Level 2: Walk-Around	2725	150	0	2875	34.85%
Level 3: Driver-Only	3500	0	0	3500	42.42%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	70	70	0.85%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	**7975**	**200**	**75**	**8250**	

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

Summary

Projected Goals for FY 2023 - Roadside Inspections Summary

Projected Goals for FY 2023 Summary for All Agencies					
MCSAP Lead Agency: DOS STATE POLICE **# certified personnel: 31**					
Subrecipient Agencies: **# certified personnel: 0**					
Number of Non-Funded Agencies: **# certified personnel:** **# projected inspections:**					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1750	50	5	1805	21.88%
Level 2: Walk-Around	2725	150	0	2875	34.85%
Level 3: Driver-Only	3500	0	0	3500	42.42%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	70	70	0.85%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	**7975**	**200**	**75**	**8250**	

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.

Our projection is based on data from previous years. In FY2018 NH completed 23.3% of our total inspections as Level 1s. We increased the number of motor carrier certified troopers in Troop G this spring, which we anticipate will increase our Level 1 inspections. Troopers did however increase Level 3 inspections in FY2018 to 39.3% of the total inspections to address the rising number of CMV involved crashes focusing on driver behavior and licensing deficiencies. However, 50% of Troop G troopers are eligible for retirement in the next year which may impact the number of projected inspections.

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 2024 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	8250	0	0	8250
Enter total number of certified personnel	31	0	0	31
Projected Goals for FY 2025 Roadside Inspections				
Enter total number of projected inspections	8250	0	0	8250
Enter total number of certified personnel	31	0	0	31

Part 2 Section 4 - Investigations

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

Part 2 Section 5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes). 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 2017 - 2021

***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		
10/01/2020	09/30/2021	3774	482
10/01/2019	09/30/2020	3389	1168
10/01/2018	09/30/2019	3201	1326
10/01/2017	09/30/2018	1540	1540
10/01/2016	09/30/2017	1016	241

☑ ***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.***

Enter the source and capture date of the data listed in the tables above.
Data Source: FMCSA MCMIS data snapshot 6/24/2022 NHSP e-Citation Record System data snapshot 7/29/19 The entire Division of State Police conducts CMV and non-CMV traffic stops when driving erratically around a commercial motor vehicle; however, NH does not seek reimbursement from the MCSAP grant. Our MOE calculation is based only on inspections.

Narrative Overview for FY 2023 - 2025

***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.

NHSP Troop G currently has 14 troopers dedicated to the Motor Carrier Enforcement Unit full time and three (3) part time. The remaining 15 certified troopers conduct traffic enforcement 1% to 25% of their time when not assigned to other duties. Troop G has always required motor carrier certified troopers conduct a Level I, II or III inspection on any commercial motor vehicle where traffic enforcement action is taken. This requirement assures that all violations are recorded in SafetyNet.

NHSP targets non-CMV drivers that drive unsafely or erratically in the vicinity of a CMV. Traffic enforcement related to non-CMVs was not documented for purposes of the MCSAP grant until January 2017, as noted above. In January 2017, changes were made to our E-Citation system allowing all Division members to document moving violations for non-CMVs specifically in the vicinity of a CMV. Although documented, MCSAP funds were not utilized for specific TE patrols in FY 2018. In July 2021, NHSP implemented a new record management system to replace E-Citation. Troop G has experienced challenges with extracting traffic enforcement data for non-CMVs driving unsafely around CMVs in the new system. Troop G will continue to document warnings and citations issued to CMVs.

Troop G will shift some of its resources each year to increase traffic enforcement directed patrols for CMVs and passenger vehicles in the vicinity of a CMV in an effort to reduce CMV crashes. Based on data analysis, high-risk corridors such as I93, I95, Rte. 4, Rte. 125, Rte. 2, Rte. 101, the F.E. Everett Turnpike,and the Spaulding Turnpike are identified and enforcement patrols are assigned to those areas. The majority of commercial motor vehicle involved crashes occur Monday through Friday 6 AM to 6 PM so troopers are scheduled accordingly to optimize coverage and visibility.

However, in response to an increase nationwide in law enforcement officers being struck roadside, NHSP implemented a new plan. Troop G participates in saturation patrols with other Troop stations working simultaneously to identify CMV and non-CMV operators who fail to move over for emergency vehicles as required by law. The purpose of the saturation patrols is to dedicate a large number of Troopers to patrol a specific area for a set time to target unsafe and non-compliant drivers. Troopers target high-crash corridors traveled by commercial motor vehicles and passenger vehicles. While Troop G troopers conduct Level 3 inspections to focus on CMV drivers and address unsafe driver behavior, it provides an opportunity for Troopers who are not certified to conduct commercial motor vehicle inspections, to take enforcement action against passenger vehicles operating unsafely around emergency vehicles and commercial motor vehicles. Troop G will continue to participate in the saturation patrols in an effort to reduce crashes and improve CMV safety. Additional directed patrols on high traffic corridors are scheduled as public complaints or data deems necessary.

Driver distraction, unsafe speed, failure to yield, and following too close remain the primary causes for crashes. NH State Police conducts a monthly "Safe Commute" directed patrol between the hours of 6AM and 10AM and again between the hours of 3PM and 7PM to target unsafe driving by both CMVs and non-CMVs during heavy commuting hours. In addition, Troop G will schedule "Truck Days" as described in Section 2 Crash Reduction. They will also participate in CVSA's Operation Safe Driver Week. Although NH has few work zone crashes involving CMVs, MCSAP Sgts. will monitor quarterly and reallocate resources if deemed necessary.

All CMV traffic enforcement activities will be conducted in accordance with the MCSAP Comprehensive Policy.

The NHSP has implemented day to day safety precautions in response to COVID-19 so that troopers can continue to carry out our mission of identifying and enforcing traffic violations; however, enforcement activity could potentially be affected due to future COVID-19 outbreaks. As noted in our Mission/Goal Statement, Troop G will modify enforcement details and activity if mandated by the State and Division to ensure the safety of the public and our troopers during an outbreak. Restrictions or modifications will be conveyed to FMCSA NH Division Office.

Projected Goals for FY 2023 - 2025

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2023 - 2025. 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 2023**	**FY 2024**	**FY 2025**
◉	○	CMV with Inspection	2000	2000	2000
○	◉	CMV without Inspection	0	0	0
○	◉	Non-CMV			
◉	○	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	175	175	175

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.
Troop G will extract traffic enforcement data from SafetyNet. MCEU Sergeants will monitor the number of traffic enforcement contacts, citations, and warnings for CMVs with an inspection quarterly. New Hampshire does not request reimbursement for non-CMV traffic enforcement.

Part 2 Section 6 - Safety Technology

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	Deploying Core ITD	Yes
PRISM	Enhanced Participation	No

Avaliable data sources:

- FMCSA ITD website
- PRISM Data and Activity Safety Hub (DASH) website

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

Enter the agency name responsible for PRISM in the State: NH Department of Safety

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your PRISM and/or ITD program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

New Hampshire has completed its 2018 HP/ITD project for e-credentialing and full implementation of CVIEW. We have started the process to complete our Core Compliance certification, working through the checklist and requirements with VOLPE.

Program Activities for FY 2023 - 2025: Describe any activities that will be taken to implement, maintain or improve your PRISM and/or ITD programs.

Upon receiving HP/ITD Core Compliance certification, New Hampshire will update our Program Plan and Top Level Design in FY 2023 to reflect our certification and current information.

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).

New Hampshire will continue to submit PRISM quarterly reports through the FMCSA PRISM DASH website as required. We will also update the Core ITD Program Plan within the time period as required by FMCSA.

Part 2 Section 7 - Public Education and Outreach

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMVs that operate around large trucks and buses. 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 2017 - 2021

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

Public Education and Outreach Activities	2017	2018	2019	2020	2021
Carrier Safety Talks	13	12	20	5	7
CMV Safety Belt Education and Outreach	0	1	0	0	0
State Trucking Association Meetings	8	10	5	3	1
State-Sponsored Outreach Events	0	0	0	2	0
Local Educational Safety Events	3	1	4	2	0
Teen Safety Events	2	10	5	12	25

Narrative Overview for FY 2023 - 2025

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

Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safely initiatives. Include the number of personnel that will be participating in this effort.

Troop G has approximately 10 troopers that provide education and outreach at events throughout the state. Public education and outreach are major tactical areas through which NH State Police can increase awareness of safe driving behaviors with commercial motor vehicle drivers and non-commercial motor vehicle drivers. CMV involved crashes are often the result of unsafe driving behaviors such as failure to yield, speed, distracted driving, or center line encroachment on rural roads throughout the state.

1. Industry Outreach: Motor Carrier Enforcement Unit (MCEU) troopers provide each year, upon request, a variety of topical presentations to industry related to Federal and State laws and regulations, pre-trip, load securement, safety improvement for motor carrier operations, CDL requirements, medical certification, seat belt requirements, and hazardous material transportation. In addition, Troop G will review contact and reporting information for human trafficking/smuggling involving commercial motor vehicles.

2. MCEU troopers will conduct 40 Teens and Trucks presentations at Driver Education programs each year throughout the state focusing on driver behavior, safe lane changes, proper driving distance between vehicles, "no zone", and driver distraction in an effort to reduce CMV involved crashes and injuries. Classes are usually scheduled during evening hours or on Saturdays. Troop G will partner with New Hampshire Motor Transport, when available, to elicit their members' voluntary participation by demonstrating actual "no zone" areas with their CMVs at driver education classes. Driver education schools continually request trooper participation in their driving programs.

3. Emphasize safety tips such as safe distance and avoiding distractions when driving in work zones. This information will be discussed in industry outreach presentations and Teens and Trucks presentations as a proactive measure to reduce work zone crashes as infrastructure improvements increase.

4. Troop G will utilize social media to provide periodic information regarding human trafficking/smuggling involving commercial motor vehicles to the general public such as recognition of a possible crime or victim and contact information to report a suspected incident.

Program goals could potentially be affected if there are future COVID-19 outbreaks. Restrictions or modifications will be conveyed to the FMCSA NH Division Office.

Projected Goals for FY 2023 - 2025

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 2023**	**FY 2024**	**FY 2025**
●	○	Carrier Safety Talks	16	16	16
●	○	CMV Safety Belt Education and Outreach	0	0	0
●	○	State Trucking Association Meetings	3	3	3
○	●	State-Sponsored Outreach Events	0	0	0
●	○	Local Educational Safety Events	2	2	2
●	○	Teen Safety Events	40	40	40

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.

We did not enter a CMV Safety Belt Education and Outreach event because although troopers do not present this information as a stand alone presentation it is a topic that is covered in every safety talk and trucking association meetings.

The MCSAP Program Assistant will track the number of presentations, topics, location, duration of the presentation, and number of attendees to meet the program goals and report quarterly to the FMCSA NH Division Office.

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

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	Yes

Available data sources:

- FMCSA SSDQ website
- FMCSA DataQs website

Enter the agency name responsible for Data Quality: NH State Police

Enter the agency or agencies name responsible for DataQs: NH State Police

Enter the agency name responsible for the Crash Data Repository: NH State Police

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 2023 - 2025.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2023	Goal for FY 2024	Goal for FY 2025
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.
Data Source: A&I as of June 24, 2022.

Narrative Overview for FY 2023 - 2025

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.).

Program Activities FY 2023 - 2025: 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.

Upon receiving a Data Q notification, the MCSAP Program Assistant reviews the request. If the carrier requests a copy of an inspection report, she sends it to the requester. If the request requires a more complex response or research she forwards it to a MCSAP Sergeant to handle. The MCSAP Sergeants respond to Data Qs in a timely manner consistent with the minimum review periods.

The MCSAP Program Assistant runs a Safety Net Data Quality report weekly for both inspections and crashes. She identifies data entry errors or missing information and researches various resources to correct errors or complete missing information in a field such as VIN Coding or mispelled

driver name, etc. If the error or missing information requires a motor carrier trooper's expertise, then the item is assigned to a MCSAP Sergeant to correct.

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.

The MCSAP Sergeants review carrier/driver requests and responses to close out requests as soon as possible. Sergeants also monitor Data Q requests as part of a quality review. This allows them to identify and address a training deficiency with a particular trooper or with all Troop G troopers.

The Troop G Program Assistant and Program Specialist monitor the ratings of each measure in A&I quarterly to identify any downward trend and correct any timeliness or accuracy issues if needed so that we maintain a Good/Green rating. The ratings in each measure are listed in the quarterly performance reports to FMCSA.

Part 2 Section 9 - New Entrant Safety Audits

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
◉	○	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
○	◉	Does your State conduct Group safety audits at non principal place of business locations?
○	◉	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2017 - 2021

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

New Entrant Safety Audits	2017	2018	2019	2020	2021
Interstate	191	207	218	200	192
Intrastate	0	0	0	0	0
Total Audits	**191**	**207**	**218**	**200**	**192**

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 2023 - 2025

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

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	07/26/2022
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	283
Current Number of Past Dues	18

***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 2023 - 2025

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

Projected Goals for FY 2023 - 2025 - New Entrant Safety Audits						
	FY 2023		FY 2024		FY 2025	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	24	0	24	0	24	0
# of Safety Audits (Offsite)	175	0	175	0	175	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	**199**	**0**	**199**	**0**	**199**	**0**
# of Non-Audit Resolutions	30	0	30	0	30	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.

Although New Hampshire is a small state, approximately 400 new commercial motor vehicle operations apply for USDOT numbers when commencing in interstate commerce each year. The New Entrant program provides the State's first opportunity to assess a carrier's basic knowledge and ensure it has effective safety management tools in place. Our goal is to improve the safety performance of interstate new entrant carriers in an effort to reduce commercial motor vehicle involved crashes, injuries and hazardous material incidents.

The New Entrant Unit (NEU) within Troop G will conduct on-site and off-site safety audits and provide education and technical assistance, areas of improvement, and recommendations for operation modification to carriers so that they are compliant with Federal Motor Carrier Safety Regulations and State laws. The carrier's safety performance will be monitored during the New Entrant period.

Carriers that fail the safety audit will be provided with a corrective action plan and guidance regarding the information they need to supply to FMCSA. Approximately 30% of attempted audits result in a non-audit resolution due to carriers converting to intrastate, no contact, no show or out of business.

Troop G trooper/auditors will reduce the number of overdue carriers by 30% from the 12 overdue carriers as of 10/25/2022.

NHSP continuously faces staffing challenges to conduct safety audits. Troop G currently has three (3) certified troopers conducting audits part time. NH expects to certify one additional trooper during the performance period of this grant.

NHSP focused on off-site safety audits in response to COVID-19. Troop G auditors will adhere to guidance and restrictions from FMCSA and NHSP regarding on-site safety audits to ensure the safety of carriers and auditors. FMCSA will provide guidance on any modifications regarding New Entrant certification requirements due to COVID-19.

Activity Plan for FY 2023 - 2025: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

1. The NEU will conduct 175 off-site and 24 on-site safety audits each year in FY 2023-2025. The troopers will establish contact with the carrier to either schedule an onsite audit or request documents for an offsite audit. Documents will be reviewed and technical assistance will be provided to the carrier. Reports will be completed, reviewed and uploaded.

2. The NEU will provide education and technical assistance to new interstate commercial motor vehicle operations and drivers during a monthly class emphasizing regulatory compliance. They will host one free class each month, during the evening hours, for 12 months providing an overview of such topics as hours of service, gross vehicle weight rating, qualification of drivers, pre-trip inspections, load securement, drug and alcohol testing, medical certifications, etc.; all within the context of a mock safety audit. Attendees include New Entrant carriers and other industry representatives such as out of state carriers and consultants for carriers. The class is held at Concord DMV which is centrally located in the state.

3. The NE Program Assistant will check the list of overdue audits bi-weekly and research the current status and document the reason or information.

4. At a minimum, the NE supervising Sergeant will schedule quarterly unit meetings to review open assignments and updates to federal regulations, sometimes partnering with the FMCSA NH Division to ensure consistent programmatic practices between State and Federal agencies.

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

1. The FMCSA NH Division will ensure the NEU troopers' audit reports are reviewed for quality and accuracy in accordance with EFOTM guidelines.

2. The NE Program Assistant will monitor the number of overdue audits bi-weekly and follow up with the assigned trooper and/or supervising Sergeant to ensure we are increasing our on-time percentage.

2. The NE supervising Sergeant will hold quarterly unit meetings to monitor progress of program goals. The Sgt. will monitor assignments and use FMCSA reports to monitor time line requirements to prevent overdue carriers.

3. The NEU will monitor the monthly outreach classes for attendance and review the presentation evaluations to determine outreach effectiveness. Modifications in content will be driven by the evaluations.

3. The program assistant will track the number and type of audits conducted; the number of non-audit resolutions; and audit assignments. Quarterly performance reports will be submitted to the FMCSA NH Division with progress updates toward meeting our program goals.

Part 2 Section 10 - Border Enforcement

States sharing a land border with another country will conduct a border commercial motor vehicle safety program focusing on international commerce, including enforcement and related projects (49 CFR 350.201). If a State sharing a land border with another country declines to engage in border related activities, it will forfeit all border enforcement funds the State is eligible to receive.

Trend Analysis for 2017 - 2021

In the table below, provide the number of inspections conducted in the past 5 years.

The Trend Analysis area is only open for editing during Year 1 of a 3-year plan.

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	19	19	24	19	35
Level 2: Walk-Around	320	367	484	513	577
Level 3: Driver-Only	41	57	66	69	141
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	0	0	0	0	0
Level 6: Radioactive Materials	0	0	0	0	0
Total	**380**	**443**	**574**	**601**	**753**

Narrative Overview for FY 2023 - 2025

☐ **The State chooses not to engage in border enforcement activities in FY 2023 - 2025. If this box is checked, no additional narrative is necessary in this section.**

Enter the Agency name conducting Border Enforcement activities if other than the Lead Agency:

Program Objectives*: In addition to the primary goal of the program as stated below, a State must identify at least one of the following priority objectives as a focus within their border enforcement program to be considered for participating within this focus area.*

Program Goal*: Border States should conduct a border CMV safety program. The focus is on international commerce that includes enforcement and related projects, to ensure motor carriers and drivers operating CMVs (primarily those entering the United States from a foreign country) are in compliance with U.S. CMV safety standards and regulations, financial responsibility regulations, and registration requirements. It also ensures drivers of those vehicles are qualified and properly licensed to operate a CMV in the U.S.*

Check all objectives that apply (minimum of 1):

☐ **Objective 1: International Motorcoach Inspections - Facilitate the conducting of inspections of motorcoaches engaged in international commerce at bus stations, terminals, border crossings, maintenance facilities, destination locations, or other locations where a motor carrier may make a planned stop (excluding a weigh station). FMCSA encourages States to examine their previous years of data on international motorcoach activity and use that data to establish reasonable goals that will result in an appropriate level of motorcoach-focused activities. States must justify the goals set and provide the data or data source references.**

☐ **Objective 2: High Crash Corridor Enforcement Focused on International Commerce - Conduct international commerce CMV enforcement activities (inspections and traffic enforcement) within corridors where the data indicate that there are a high number of crashes involving vehicles engaged in international commerce.**

☑ **Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings - Conduct international commerce CMV safety inspections at identified sites where known international commerce activity occurs near the Canadian and Mexican borders but where there is no official border crossing facility. Site(s) must be identified in the narrative below and describe how far these locations are from the nearest official border crossing facility, if any.**

Projected Goals for FY 2023 - 2025

Summarize projected border enforcement activities in the table below.

Note: An inspection is counted as international commerce regardless of whether the transportation originated within the United States (US) or outside the US. All non-international commerce inspections conducted should be included in the Driver Vehicle Inspections section of the eCVSP, and not be indicated in BEG inspections on the inspection report which is uploaded into ASPEN.

Projected Goals for FY 2023 - 2025 - Border Enforcement			
	FY 2023	FY 2024	FY 2025
Number of International Commerce Regular CMV	420	420	420
Number of International Commerce HM	9	9	9
Number of International Commerce Passenger	1	1	1
Total International Commerce Inspections	**430**	**430**	**430**
Number of Fixed Facility International Inspections	100	100	100
Number of Non-Fixed Facility International Inspections	330	330	330
Traffic Enforcement	0	0	0
Strike Force Activities (CMVs)	0	0	0
Strike Force Activities (Passenger CMVs)	0	0	0

Strategies: Include a description of the strategies that will be utilized to meet the program objective(s) above. The applicant must include any challenges or impediments foreseen.

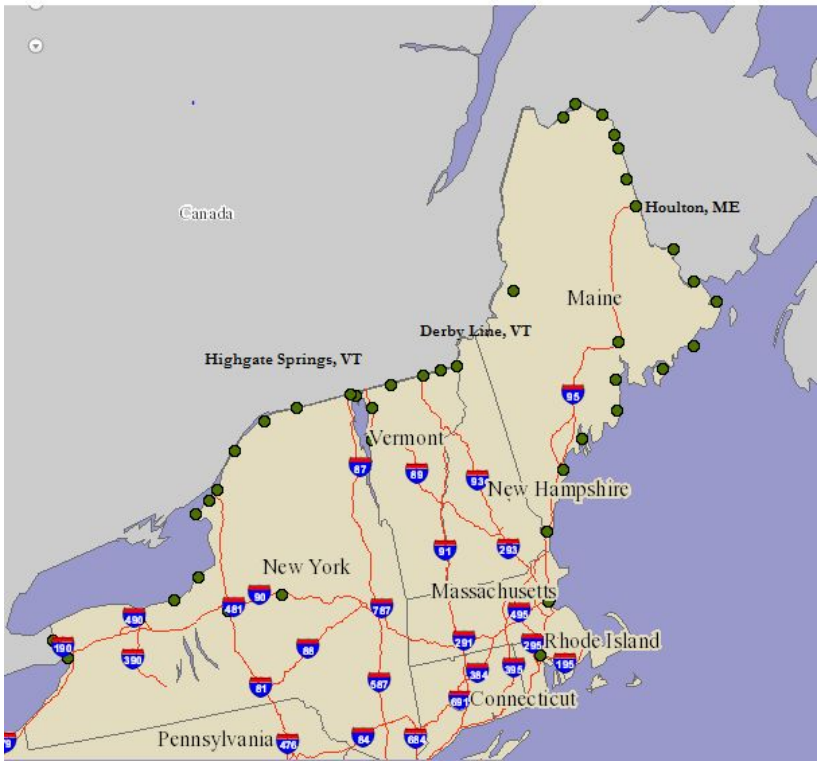
Although New Hampshire shares a 58 mile border with the Province of Quebec, we only have one port of entry which is minimally used by approximately 1,150 commercial vehicles each year. Therefore, the State's number of border crossings does not accurately reflect the foreign domiciled carriers entering NH every day. The international carriers access NH roadways from several ports of entry in our neighboring states of Vermont and Maine. Documenting the foreign domiciled carriers entering NH every day is a statistical challenge; however, the volume of foreign domiciled carriers utilizing our major international corridors as a primary conduit to Massachusetts and the eastern seaboard necessitates a need for remote site and roadside inspections.

Troop G's patrol area encompasses the entire state so that they can enforce motor carrier laws and rules. The primary corridors utilized by Canadian carriers originate in Maine and Vermont including Interstates 89, 93, 95 and US 1, 2, 3 and 26. Interstate 95 begins at the Houlton, ME port of entry; I89 begins at the Highgate Springs, VT crossing, and I93 begins at the Derby Line port of entry. In addition, international carriers also enter NH from the Beecher Falls, VT border crossing which is the closest crossing to NH. In 2021, 288,989 trucks and 454 buses entered and exited the Canadian Provinces through these four ports of entry. There was a 2.5% increase in truck crossings from the 281,878 trucks that crossed in 2020. The Border Enforcement program augments the NH State Police's continuing efforts to ensure compliance of foreign domiciled carriers and drivers.

Troop G will conduct inspections, as entered above FY 2023 - 2025, roadside and at remote sites on major international corridors originating from the Vermont and Maine border crossings. These sites include but are not limited to:

- Hampton and Portsmouth, NH on I95 which are approximately 300 miles from the Houlton, ME crossing.
- Lebanon and Warner, NH on I89 which are 130 and 180 miles respectively from the Highgate Springs, VT port of entry.
- Littleton, NH on I93 is approximately 70 miles from the Derby Line, VT crossing and 60 miles from the Beecher Falls crossing.

As a result of our efforts, NH has very few crashes involving Canadian carriers each year: 12 in FY 2017, nine (9) in FY 2018, 17 in FY 2019, 14 in FY 2020, and in nine (9) FY 2021. None of these were fatal crashes. We are unable to conduct motor coach inspections at border crossings in neighboring states and en-route restrictions limit us to destination inspections. NH has very few venues where there is a Canadian charter transportation presence and access to safe locations to conduct inspections. Although we do not have a specific international carrier crash reduction goal, Troop G remains diligent in its efforts to ensure that all foreign domiciled carriers comply with regulations and operate safely.



Data Source: BTS/Research and Innovative Technology Administration, 2022 Border Crossing/Entry Data

Activity Plan for FY 2023 - 2025: Describe the specific activities planned to reach border enforcement goals.

- MCEU troopers will conduct overtime directed patrols each year to achieve a targeted response to the void in the international commercial vehicle inspection and enforcement activity during peak and off peak hours. The MCEU supervising sergeants will schedule BEG patrols each quarter in five (5) hour increments to reach the annual inspection goals entered above Overtime will be utilized, weather permitting, primarily at non-fixed sites on the major international corridors originating from the Vermont and Maine border crossings as noted in the diagram above. The corridors include, but are not limited, to I93 in the central region of the state, I95 on the eastern side of the state and I89 on the western side of the state bordering Vermont.
- The MCEU supervising Sergeants will provide regulatory and reporting updates to all Troopers participating in Border Enforcement as it relates to foreign commerce transporters, emphasizing the importance of commercial driver license (CDL)/operating authority/financial responsibility checks for all international traffic.

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

A.) NHSP requires Special Detail Vouchers be completed by Troopers conducting directed patrols/details. The vouchers will be reviewed for hours, mileage (for fuel consumption), and inspection activity at the end of each quarter to track benchmarks set by Motor Carrier Enforcement Unit (MCEU) supervisors. Border Enforcement inspections are entered into a special field in Troop G's INSPECT program.

B.) MCEU supervisors will review SafetyNet inspection and crash data quarterly to monitor progress in achieving our goals and modify strategies and reallocate resources when deemed necessary. MCEU supervisors will report performance

progress quarterly to FMCSA NH Division. Activities and results will be evaluated for program effectiveness upon completion of the performance period.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2023 - 2025).

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

Instructions:
FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an 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

Instructions:

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

Check this box if:

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

Part 3 Section 3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2022 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 2022 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2022 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2022 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.
Use of eRODS and Data Transfer

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
eRODS improve the accuracy of Hours of Service (HOS) data from commercial motor vehicle drivers. The electronic logging device (ELD) transfers data either electronically via wireless web service and email (telematics) or via USB and Bluetooth (local). FMCSA prefers the telematics method for states to transfer HOS data with a target goal of 85% usage and eventually 100% usage. The percentage for each state is a formula based on web service transfers. As of April 2020, NH has an 84% usage. NH has large areas where there is no cellular network connectivity which can impede the ability to transfer data to the FMCSA web services. In that case other methods are utilized. However, even in areas where connectivity is available, most drivers encountered at this time do not understand how to initiate the transfer of data requiring the trooper to do it. As stated in 49 CFR 395.24(d) Driver use of ELD-"On request by an authorized safety official, a driver must produce and transfer from an ELD, the driver's hours-of-service records in accordance with the instruction sheet provided by the motor carrier." This violation is not being cited by troopers due to the verbiage used by FMCSA in the pre-programmed inspection data, as it states the " ELD cannot transfer ELD records electronically". Troopers misinterpret this language to be an ELD issue not a driver issue as stated in 49 CFR 395.24(d). Once this perception is corrected we anticipate an increase in DataQ's from carriers because there will be confusion as to why their drivers were cited if the data was transferred, not realizing it is the driver's responsibility to know how to transfer the data not the trooper's.

Actual: Insert year to date progress (#, %, etc., as appropriate).
This was a state specific objective in the FY 2022 MCSAP grant. NH is currently finishing the FY 2021 funding and approved activities. We will start the FY 2022 approved activities and goals soon and have requested a status update on usage for each method of Hours Of Service data transfer. .

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
Accessing a report from FMCSA has now become a DART request only. We have asked the NH Division Administrator to request a report so that we can get a status update on ELD transfer method and usage for NH.

Part 3 Section 4 - State Specific Objectives – Future

Instructions:

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

Describe any State-specific objective(s) identified for FY 2023 - 2025. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

Part 4 - Financial Information

Part 4 Section 1 - Overview

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

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

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

Instructions

The Spending Plan should include costs for FY 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	$1,903,101.00	$100,163.00	$2,003,264.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	$300,490.00
MOE Baseline:	$206,191.94

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):	$300,490.00

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
MCSAP Sgt.	2	100.0000	$94,200.00	$188,400.00	$178,980.00	$9,420.00	$0.00
Program Assistant I	1	100.0000	$42,900.00	$42,900.00	$40,755.00	$2,145.00	$0.00
Troopers Holiday Pay	5	100.0000	$1,920.00	$9,600.00	$9,120.00	$480.00	$0.00
MCSAP Trooper	2	100.0000	$87,960.00	$175,920.00	$167,124.00	$8,796.00	$0.00
Program Specialist-Part Time	1	100.0000	$35,000.00	$35,000.00	$33,250.00	$1,750.00	$0.00
Program Assistant II	1	100.0000	$52,600.00	$52,600.00	$49,970.00	$2,630.00	$0.00
MCSAP Staff Sgt.	1	100.0000	$104,600.00	$104,600.00	$99,370.00	$5,230.00	$0.00
Troopers-Part Time	30	5.2000	$83,025.64	$129,519.99	$123,043.00	$6,476.99	$200,000.00
Subtotal: Salary				**$738,539.99**	**$701,612.00**	**$36,927.99**	**$200,000.00**
Overtime Project Costs							
Trooper	35	100.0000	$7,748.58	$271,200.30	$257,640.00	$13,560.30	$0.00
Subtotal: Overtime				**$271,200.30**	**$257,640.00**	**$13,560.30**	**$0.00**
TOTAL: Personnel				**$1,009,740.29**	**$959,252.00**	**$50,488.29**	**$200,000.00**
Accounting Method:	**Cash**						

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.
FY2023 Grant Updates
Due to projected contractual increases the annual salary for the SP Staff Sgt. increased from $102,520.00 to $104,600.00. The annual salary for each SP Sgt. increased from $92,120.00 to $94,200.00 and the Program Assistant 1 increased from $40,950.00 to $42,900.00. The full time grant funded positions budget increased from $556,230.00 to **$564,420.00**.
The part time Program Specialist hourly rate increased from $34.00 per hour to $35.00 per hour for 1000 hours totaling $35,000. The part time budget line increased from $163,520.00 to **$164,519.99.**

New Hampshire is currently expending the FY 2021 MCSAP grant.

There are seven (7) full time personnel funded by MCSAP. State Police sworn personnel work 2080 hours in 26 pay periods. State Police civilians work 1950 hours in 26 pay periods. All of these positions utilize overtime.

The three MCSAP Sergeants spend 100% of their time supervising the day to day program activities outlined in the grant. These activities include: program implementation to ensure the State meets its grant goals and objectives; quarterly reporting requirements; data collection, conducting inspections; oversight of the New Entrant and Border program; Data Q responses; oversight of all motor carrier certified Troopers to ensure consistent quality inspections; and training and technical assistance to Troopers and industry.

The two troopers dedicate their time to roadside inspections, scheduled enforcement activities, and industry outreach. One trooper is certified to conduct New Entrant Safety Audits.

The two (2) Program Assistants are civilian positions dedicating their time to the program. Their tasks include the following: track and report grant activities for MCSAP, NE and BEG; upload crashes and inspections; procure approved equipment and supplies; daily administrative and clerical tasks; respond to general public motor carrier inquiries related to FMCSR, HMR, and NE procedures; enter NE assignments into the state's record management system (RMS); assign safety audits to Troopers, review NEWS summary page; and obtain information on NE carriers from the Secretary of State.

As negotiated in the New Hampshire Troopers Association Collective Bargaining agreement, troopers work two mandatory holidays: Fast Day and Columbus Day. The 5 sworn personnel funded by the grant are compensated at a time and a half rate on those two days totaling 80 hours. The MCSAP funded troopers work an average of two additional holidays throughout the year conducting CMV inspection and enforcement activities as approved by NHSP

Command Staff. The projection in this budget line is based on four holidays for each of the five troopers (160 hours) at an average of $60.00 **totaling $9,600.00.**

The part time funding is for 30 troopers including three (3) certified retired troopers that returned as part time auxiliaries to conduct New Entrant safety audits and inspections during regular duty hours. We projected 2,038 hours at $40.00 per hour for the New Entrant troopers to conduct 24 on-site and 175 off-site safety audits (10 hours for each audit) and unit meetings (48 hours); 1200 hours for the other 30 motor carrier certified troopers at $40.00 per hour; and 1,000 hours for the part time Program Specialist III at $34.00 an hour. The assigned Program Specialist III retired in 2022 and returned part time still dedicated to write, manage, and administer the grant, develop the biennial state budget for the grant, and oversight as it applies to the federal award. We budgeted an average of 5.2% of the trooper's annual duty hours performing MCSAP eligible activities to be charged to the grant. The associated hourly rate and benefits for the actual time performing these eligible activities are transferred to this budget line as recommended during our 2009 FMCSA Program Review. These costs are not included in our MOE. **This line totals $163,520.00**

The overtime is estimated based on eligible activities in specific focus areas for New Entrant, Border Enforcement and MCSAP utilized by approximately 35 certified troopers.

- Nine hundred (900) hours was budgeted for Border Enforcement to be used for 180 inspection details in 5 hour increments. Approximately 20 troopers will conduct 9 overtime details each.
- One hundred and twenty (120) hours was projected for the New Entrant program for eligible activities such as the monthly evening classes and for audits when the carrier is only available after hours to review documents or communicate with the trooper.
- The remaining 3,500 hours of overtime is for eligible activities as needed throughout the year. It will be utilized for activities such as outreach presentations such as Teens and Trucks, inspection details, Road Check and other national initiatives, enforcement activities, post crash inspections, Data Qs and administrative tasks.

We estimated 4,520.00 overtime hours at an average of $60.00 for a **total of $271,200.00** Overtime is paid at 1.5 times each Trooper's hourly rate.

NH's MOE is determined using a calculation based on the non-grant funded troopers actual inspection hours as recommended and approved in our 2009 FMCSA Program Review. This calculation does not include the expenses charged directly to the grant or the State Share. The amount projected in the MOE column is based on the eligible salary costs calculated in last years MOE.

Proactive enforcement details and overtime could potentially be impacted if COVID-19 outbreaks occur as noted in our Mission/ Goal Statement.

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: Aggregated Rate - documentation added to 'My Documents' to describe rate calculation

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
MCSAP Sgts.	100.0000	100.0000	$94,000.00	$94,000.00	$89,300.00	$4,700.00	$0.00
MCSAP Troopers	100.0000	100.0000	$94,000.00	$94,000.00	$89,300.00	$4,700.00	$0.00
Civilians	100.0000	100.0000	$68,000.00	$68,000.00	$64,600.00	$3,400.00	$0.00
Holiday Pay	35.3300	100.0000	$9,600.00	$3,391.68	$3,222.58	$169.10	$0.00
Overtime	35.3300	100.0000	$271,200.00	$95,814.96	$91,024.21	$4,790.75	$0.00
MCSAP Staff Sgt	100.0000	100.0000	$45,000.00	$45,000.00	$42,750.00	$2,250.00	$0.00
Part-Time	35.3300	100.0000	$88,000.00	$31,090.40	$29,535.81	$1,554.59	$0.00
Estimated MOE Fringe Benefits	100.0000	0.0000	$50,000.00	$0.00	$0.00	$0.00	$50,000.00
TOTAL: Fringe Benefits				**$431,297.04**	**$409,732.60**	**$21,564.44**	**$50,000.00**

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

NH does not have a fringe benefit rate from our cognizant agency therefore our benefits are dictated by the NH Retirement System and the State Collective Bargaining Agreements. We entered actual benefits for the 7 personnel funded by the grant; therefore the rate for budget lines 1,2,3, and 6 are entered as 100%. The total for this cost is $301,000.00.

The amount in the Sergeants and troopers budget line is inclusive of their actual life, medical and dental insurance; retirement; and Medicare. There is no employer contribution for FICA for sworn personnel. The life, medical and dental benefits vary with each person's selected plan.

The amount in the civilian's budget line is inclusive of the actual benefits for the Program Specialist and two Program Assistants inclusive of life, medical, dental insurance, retirement, FICA and Medicare.

The following contribution rates are utilized when calculating benefits associated with holiday pay, overtime, and part time temporary pay, because there isn't an insurance contribution. Per NH RSA 100-A:16, the employer contribution rate for civilians has increased to: FICA 6.2%; Medicare 1.45%; and retirement 14.53% totaling 22.18%. The employer contribution rate for sworn personnel has increased to: Medicare 1.45% and retirement 33.88% totaling 35.33%. There isn't a FICA contribution for sworn personnel. For purposes of this budget the rate of 35.33% was utilized for all positions although minimal overtime used by the civilian positions will be reimbursed at the rate of 22.18%. A copy of this document is attached.

The amount projected in the MOE column is based on a percentage of the fringe benefit costs for the non-grant funded troopers when they are conducting CMV inspections, which was calculated in last years MOE. This calculation does not include the expenses charged directly to the grant or the State Share.

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 §200.474.

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Passenger Carrier	1	5	100.0000	$2,975.00	$2,826.00	$149.00	$0.00
CMV Post Crash Inspection training 1 & 2	2	5	100.0000	$6,200.00	$5,890.00	$310.00	$0.00
Cargo Tank	2	5	100.0000	$1,080.00	$1,026.00	$54.00	$0.00
COHMED	2	5	100.0000	$5,950.00	$5,652.00	$298.00	$0.00
CVSA Conference	6	10	100.0000	$17,850.00	$16,957.00	$893.00	$0.00
Inspector Championship	1	5	100.0000	$3,000.00	$2,850.00	$150.00	$0.00
FMCSA Grant Training	4	4	100.0000	$11,100.00	$10,545.00	$555.00	$0.00
NE Safety Audits	1	10	100.0000	$4,900.00	$4,655.00	$245.00	$0.00
NASI A&B	5	10	100.0000	$2,700.00	$2,565.00	$135.00	$0.00
Level 6	1	4	100.0000	$2,500.00	$2,375.00	$125.00	$0.00
CMV Crash Investigation 1 & 2	2	10	100.0000	$4,950.00	$4,702.50	$247.50	$0.00
TOTAL: Travel				**$63,205.00**	**$60,043.50**	**$3,161.50**	**$0.00**

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.
The projections for travel are estimations based on past expenditures and current State per diem policies. The location of events, number of days, and cost of air travel are all variables. Meals will be determined by GSA Per Diem; flights will be determined by location and the State's contractual agreement; and lodging will be determined by GSA conference rates. These funds are a placeholder for anticipated conferences and training.

Conference total: $26,800.00
6 Troopers to the CVSA conferences: Air-1,000.00 ea, Hotel-1,500.00 ea, Meals 400.00 ea, Ground travel- 75.00 ea= $17,850.00
1 Trooper to the Inspector's Championship: Air-1,000.00, Hotel- 1,500.00, Meals- 400.00, Ground travel-100.00=$3,000.00.
2 Troopers to the COHMED conference: Air-1,000.00 ea, Hotel-1,500.00 ea, Meals-400.00 ea, Ground travel-75.00 ea= $ 5,950.00.
Each of these are a five day commitment. We estimated $9,000.00 for air travel for the seven attendees, $3,600.00 for meals, $700.00 for ground travel from airport to hotel and baggage fees, and $13,500.00 for hotel costs.
The registration fees for the CVSA conference are listed in the "Other Costs" category.

Training total: $36,405.00
It is expected that several more troopers will retire within the next year, prompting recruitment among the Division. These certifications are necessary to conduct inspections and safety audits within State Police Troop G. Training funds have been budgeted for the following certifications:
1 Trooper to New Entrant Safety Audit training (2 weeks): Air-1,000.00, Hotel, 3,000.00, Meals-800.00, Ground travel-100.00= 4,900.00.
5 Troopers to NASI A&B (2 weeks):Meals-540.00 ea X 5= 2,700.00.
2 Troopers to Cargo Tank (5 days): Meals-540.00 ea X 2= 1,080.00.

2 Troopers to the FMCSA Enhanced Post Crash Inspection Training in Nebraska: Air-1,000.00 ea, Hotel-1,500.00 ea, Meals-400.00 ea, Car rental- 400.00=$6,200.00.
1 Trooper to Passenger Carrier (5 days):Air-1,000.00, Hotel-1,500.00, Meals-400.00, Ground travel-75.00= $2,975.00.
2 Troopers to CMV Crash Investigation(10 days): Air-1,000.00 ea, Hotel-1,000.00 ea, Meals-400.00 ea, Ground travel-75.00 ea= $4,950.00.
1 Trooper to Level 6 training (5 days): Air-1,000.00, Hotel-1,000.00, Meals-400.00, Ground travel-100.00= $2,500.00.
4 Representatives to attend the FMCSA grant training (5 days): Air-1,000.00 ea, Hotel-1,300.00 ea, Meals-400.00 ea, Ground travel-75.00 ea= $11,100.00.
All of these trainings have different time commitments and training sites yet to be determined, although A & B Certification is often hosted at the Massachusetts State Police Academy which can reduce air travel and hotel costs. We are estimating $10,700.00 for air travel, $8,580.00 for meals, $1,125.00 for ground transportation and baggage fees, and $16,800.00 for hotel costs.

As noted in our MIssion/Goal Statement, future COVID-19 outbreaks may restrict out of state travel as it did this year.

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
Post Crash Inspection Tool set	2	$5,032.00	100	$10,064.00	$9,561.00	$503.00	$0.00
Replacement Mobile Printer	1	$500.00	100	$500.00	$475.00	$25.00	$0.00
TOTAL: Equipment				**$10,564.00**	**$10,036.00**	**$528.00**	**$0.00**
Equipment threshold is $250							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.
FY2023 Grant Update
The cost for the post-crash tools increased from $10,000 to **$10,064.00.**

New Hampshire defines and inventories equipment that is tangible, non-expendable property having a useful life of more than one year and an acquisition cost of $250.00 or more per unit.

Troop G anticipates sending two more troopers to Nebraska for the enhanced post-crash inspection training within the next year. We budgeted $5,000.00 for each set of post crash inspection tools for each trooper such as air tools, hand tools, and lighting.

We have budgeted for a replacement mobile printer at an estimated cost of $500.00 for Troopers conducting on-site safety audits.

All of the equipment listed above will only be utilized when conducting eligible MCSAP, New Entrant and Border Enforcement activities.

Part 4 Section 6 - Supplies

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

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Office Supplies	1	$7,225.00	100.0000	$7,225.00	$6,864.00	$361.00	$0.00
Trooper Supplies	1	$32,000.00	100.0000	$32,000.00	$30,400.00	$1,600.00	$0.00
Estimated MOE Supplies	1	$3,500.00	0.0000	$0.00	$0.00	$0.00	$3,500.00
TOTAL: Supplies				**$39,225.00**	**$37,264.00**	**$1,961.00**	**$3,500.00**

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.
The general office supplies include items such as copier paper, pens, printer ink, and toner for grant funded personnel to administer and perform clerical tasks for the MCSAP, New Entrant and Border programs. The supplies are used by the Sergeants, troopers, Program Specialist and Program Assistants at Troop G and the fixed inspection stations for inspection reports, etc.

The money budgeted in the Trooper Supply line is for uniforms and inspection supplies. It is utilized for replacement of tactical pants and shirts, jackets, boots, etc. as needed. It also funds miscellaneous inspection supplies such as soapstone markers, tint meters, chamber mates, gloves, scrubs in a bucket, creepers, flashlights, etc. as needed. Dry cleaning for uniforms is budgeted for the five MCSAP funded troopers only. As mandated by state police policy, the clothing and tools are specific to the motor carrier certified troopers and only utilized when conducting CMV inspections, therefore not prorated, but approved by FMCSA. These estimates are based on actual costs from prior years. In response to COVID-19, a portion of these funds may be utilized for PPE if needed. All supply costs have increased in the last two years.

The projected amount entered in the MOE column is based on eligible supplies utilized by the non-grant funded troopers beyond what is charged to the grant and the State Share.

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
Iteris, Inc	Z475JYLWFCK8	Contract	100.0000	$60,000.00	$57,000.00	$3,000.00	$0.00
Description of Services: CVIEW O&M							
Iteris, Inc.	Z475JYLWFCK8	Contract	100.0000	$24,000.00	$22,800.00	$1,200.00	$0.00
Description of Services: Inspection software O&M							
Iteris, Inc..	Z475JYLWFCK8	Contract	100.0000	$48,000.00	$45,600.00	$2,400.00	$0.00
Description of Services: Software interface between RMS and INSPECT							
TOTAL: Contractual and Subaward				**$132,000.00**	**$125,400.00**	**$6,600.00**	**$0.00**

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

NHDOS entered into a three year renewal contract with Iteris, Inc. in June 2021 to provide inspection software (INSPECT) operation and maintenance services. NH and Iteris met the third party software requirements and received FMCSA approval in June 2017. The cost for this year is $24,000.

The NH Department of Safety has a record management system (RMS) utilized by all state police troopers. Currently, motor carrier certified troopers must enter identifying information for a carrier and driver during a roadside stop into RMS and then again in INSPECT when they begin the inspection. Troop G will exercise an option with Iteris to develop a bridge with the RMS vendor from RMS to INSPECT. The interface will allow troopers to select an option for a commercial motor vehicle when conducting a roadside stop, which will then transfer the identifying information entered in RMS for driver and vehicle to INSPECT. This software integration update will provide multiple benefits when inspecting a commercial motor vehicle.

1. By transferring the data and preloading it into INSPECT, it will reduce redundancy for the troopers with a single point of entry and increase efficiency.
2. It will improve data quality reducing the margin of error.
3. It will improve INSPECT end user reliability.
4. The data entered into RMS and transferred to INSPECT will also populate identifying information on violation citations generated in RMS, again increasing efficiency.

The estimated cost to implement this software update option between RMS and INSPECT is $48,000.00.

NHDOS received 2018 High Priority/ITD grant funding to purchase and implement a CVIEW software application. In accordance with NH procurement laws and policies Iteris, Inc was the selected vendor for this project and approved by NH Governor & Council. The implementation and one year of O&M was approved and will be funded by our 2018 High Priority/ITD grant funding. The next year of O&M, $60,000.00, is referenced above and will be funded through our MCSAP grant.

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 claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Modified Total Direct Costs (MTDC)	14.22	$1,627,529.00	$231,434.62	$219,862.90	$11,571.72
TOTAL: Indirect Costs			**$231,434.62**	**$219,862.90**	**$11,571.72**

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
CVSA Decals	4 Quarter	$161.50	100.0000	$646.00	$614.00	$32.00	$0.00
Cruiser Insurance Administrative Service Fee	5 Year	$450.00	100.0000	$2,250.00	$2,138.00	$112.00	$0.00
Training and Conference Registration Fee	10 Each	$885.00	100.0000	$8,850.00	$8,408.00	$442.00	$0.00
Building Lease	1 Year	$5,000.00	100.0000	$5,000.00	$4,750.00	$250.00	$0.00
CVSA Dues	1 Year	$10,300.00	100.0000	$10,300.00	$9,785.00	$515.00	$0.00
Audit Fee	1 Year	$1,737.05	100.0000	$1,737.05	$1,650.00	$87.05	$0.00
Books	1 Year	$5,600.00	100.0000	$5,600.00	$5,320.00	$280.00	$0.00
Cruiser fuel	1 Year	$36,240.00	100.0000	$36,240.00	$34,428.00	$1,812.00	$0.00
Cruiser Maintenance & Repairs	5 Year	$2,000.00	100.0000	$10,000.00	$9,500.00	$500.00	$0.00
Communications	12 Month	$431.25	100.0000	$5,175.00	$4,917.00	$258.00	$0.00
Estimated MOE Fuel & Maintenance	21 0	$1,953.00	0.0000	$0.00	$0.00	$0.00	$41,013.00
TOTAL: Other Costs				**$85,798.05**	**$81,510.00**	**$4,288.05**	**$41,013.00**

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.
FY2023 Grant Update
NH's Indirect Cost Rate decreased from 17.48% to 14.22% for SFY 2024 (July 1, 2023 - June 30, 2024). This reduced this budget line from $282,884.12 to **$231,434.62,** (-51,449.50).
The audit fee changed from $1,726.84 to **$1,737.50**.

NH's Indirect Cost Rate is 17.48% for the period of July 1, 2022 to June 30, 2023, as approved by our cognizant agency, Department of Justice. The eligible indirect expenses reflect the 17.48% in the budget. Our award often crosses over two state fiscal years so the budget will be revised to reflect the current indirect cost rate at the time of the expenses. The current indirect cost agreement is provided to FMCSA every year and is attached in the FY 2023 Grants.gov submission.

The CVSA decals are necessary to identify commercial vehicles that are defect free each quarter; we have estimated a need for 150 sheets at $3.84 per sheet plus shipping totaling **$646.00**

We have budgeted **$8,850.00** for registration fees:
CVSA registration fees for six (6) troopers, three (3) to attend the spring CVSA conference and three (3) troopers to attend the fall conference (700.00 ea)
Two Troopers to attend the COHMED conference (700.00 each).
Course fees for two troopers to attend the Commercial Vehicle Crash Investigation training and two troopers to attend the Post Crash Inspection training. (812.50.00 each)
The registration fees correspond with the training and conferences outlined in Section 4-Travel.

The CVSA membership dues are **$10,300.00**. The membership provides uniformity and reciprocity among states for standardized inspections and out of service (OOS) criteria, regulation and training updates; therefore, necessary to our mission.

The State is self insured; however, the State uses an insurance company to handle claims, mediation, etc. and is charged an administrative fee per vehicle. There are five vehicles that were purchased with MCSAP funds and dedicated to MCSAP eligible activities so the associated insurance is reimbursed by the grant. Based on national increases we estimate the Cruiser Insurance Administrative Service Fee to be $450.00 per vehicle for a total of **$2,250.00.**

The Troop G barracks/building is shared physical space with the DOS Division of Motor Vehicles. The methodology for Troop G's portion of the building lease and utilities is determined by the NH Department of Administrative Services based on square footage. All Troop G troopers are certified to conduct CMV inspections and enforcement and this site is their assigned troop station. We have budgeted an apportioned amount for Troop G's share of the lease and utilities. This cost is projected to be **$5,000.00**.

NH RSA 124:16 requires agencies that receive Federal funds to set aside .1% of the amount received to pay for financial and compliance audits. FMCSA has accepted the justification for this expense as submitted by DHHS.

The OOS Criteria, FMCSR handbooks, and HM handbooks are necessary for all Troop G motor carrier certified troopers to conduct program activities. The books provide regulatory information and guidelines to ensure carrier and program compliance. The costs of the books and shipping and handling are based on prior year expenditures.

NHDOS purchases fuel annually at a fixed price from the NH Department of Transportation. The projected budget for cruiser fuel is based on prior year usage and estimated price per gallon. We budgeted **$36,240.00** for cruiser fuel. We budgeted $6,000 for each of the five grant funded cruisers totaling $30,000 for 12 months**.** The remaining $6,240.00 is for New Entrant and Border based on 1,040 gallons at $6.00 per gallon for 24 on site audits and 180 inspection details. The average miles for an on site audit is 100 divided by 15 miles per gallon. The average miles per BEG inspection detail is 70 divided by 15 miles per gallon, again, based on prior years.

We also budgeted $2,000 per year for each of the 5 grant funded troopers for cruiser maintenance and repairs for a total of **$10,000.**

The MOE projection is based on a percentage of fuel and maintenance costs for the 33 non-grant funded troopers when conducting inspections. The amount projected in the MOE column is based on last years MOE.

Communication costs are necessary for the 8 personnel dedicated 100% to the grant to conduct program activities and fulfill program goals. There is an annual dedicated telephone, cell phone and voice mail expense for each of the funded personnel; five air cards for the grant funded troopers; and a T-1 data line at the two fixed inspection facilities. The air cards are a necessity to ensure roadside connectivity when conducting inspections. The average monthly cost for communications is $431.25 totaling **$5,175.00.**

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	$1,903,101.00	$100,163.00	$2,003,264.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	$300,490.00
MOE Baseline:	$206,191.94

Estimated Expenditures

Personnel

	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCSAP Sgt.	$178,980.00	$9,420.00	$188,400.00	$0.00
Program Assistant I	$40,755.00	$2,145.00	$42,900.00	$0.00
Troopers Holiday Pay	$9,120.00	$480.00	$9,600.00	$0.00
MCSAP Trooper	$167,124.00	$8,796.00	$175,920.00	$0.00
Program Specialist-Part Time	$33,250.00	$1,750.00	$35,000.00	$0.00
Program Assistant II	$49,970.00	$2,630.00	$52,600.00	$0.00
MCSAP Staff Sgt.	$99,370.00	$5,230.00	$104,600.00	$0.00
Troopers-Part Time	$123,043.00	$6,476.99	$129,519.99	$200,000.00
Salary Subtotal	**$701,612.00**	**$36,927.99**	**$738,539.99**	**$200,000.00**
Trooper	$257,640.00	$13,560.30	$271,200.30	$0.00
Overtime subtotal	**$257,640.00**	**$13,560.30**	**$271,200.30**	**$0.00**
Personnel total	**$959,252.00**	**$50,488.29**	**$1,009,740.29**	**$200,000.00**

Fringe Benefits

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Sgts.	$89,300.00	$4,700.00	$94,000.00	$0.00
MCSAP Troopers	$89,300.00	$4,700.00	$94,000.00	$0.00
Civilians	$64,600.00	$3,400.00	$68,000.00	$0.00
Holiday Pay	$3,222.58	$169.10	$3,391.68	$0.00
Overtime	$91,024.21	$4,790.75	$95,814.96	$0.00
MCSAP Staff Sgt	$42,750.00	$2,250.00	$45,000.00	$0.00
Part-Time	$29,535.81	$1,554.59	$31,090.40	$0.00
Estimated MOE Fringe Benefits	$0.00	$0.00	$0.00	$50,000.00
Fringe Benefits total	**$409,732.60**	**$21,564.44**	**$431,297.04**	**$50,000.00**

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Passenger Carrier	$2,826.00	$149.00	$2,975.00	$0.00
CMV Post Crash Inspection training 1 & 2	$5,890.00	$310.00	$6,200.00	$0.00
Cargo Tank	$1,026.00	$54.00	$1,080.00	$0.00
COHMED	$5,652.00	$298.00	$5,950.00	$0.00
CVSA Conference	$16,957.00	$893.00	$17,850.00	$0.00
Inspector Championship	$2,850.00	$150.00	$3,000.00	$0.00
FMCSA Grant Training	$10,545.00	$555.00	$11,100.00	$0.00
NE Safety Audits	$4,655.00	$245.00	$4,900.00	$0.00
NASI A&B	$2,565.00	$135.00	$2,700.00	$0.00
Level 6	$2,375.00	$125.00	$2,500.00	$0.00
CMV Crash Investigation 1 & 2	$4,702.50	$247.50	$4,950.00	$0.00
Travel total	**$60,043.50**	**$3,161.50**	**$63,205.00**	**$0.00**

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Post Crash Inspection Tool set	$9,561.00	$503.00	$10,064.00	$0.00
Replacement Mobile Printer	$475.00	$25.00	$500.00	$0.00
Equipment total	**$10,036.00**	**$528.00**	**$10,564.00**	**$0.00**

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Supplies	$6,864.00	$361.00	$7,225.00	$0.00
Trooper Supplies	$30,400.00	$1,600.00	$32,000.00	$0.00
Estimated MOE Supplies	$0.00	$0.00	$0.00	$3,500.00
Supplies total	**$37,264.00**	**$1,961.00**	**$39,225.00**	**$3,500.00**

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Iteris, Inc	$57,000.00	$3,000.00	$60,000.00	$0.00
Iteris, Inc.	$22,800.00	$1,200.00	$24,000.00	$0.00
Iteris, Inc..	$45,600.00	$2,400.00	$48,000.00	$0.00
Contractual and Subaward total	**$125,400.00**	**$6,600.00**	**$132,000.00**	**$0.00**

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Decals	$614.00	$32.00	$646.00	$0.00
Cruiser Insurance Administrative Service Fee	$2,138.00	$112.00	$2,250.00	$0.00
Training and Conference Registration Fee	$8,408.00	$442.00	$8,850.00	$0.00
Building Lease	$4,750.00	$250.00	$5,000.00	$0.00
CVSA Dues	$9,785.00	$515.00	$10,300.00	$0.00
Audit Fee	$1,650.00	$87.05	$1,737.05	$0.00
Books	$5,320.00	$280.00	$5,600.00	$0.00
Cruiser fuel	$34,428.00	$1,812.00	$36,240.00	$0.00
Cruiser Maintenance & Repairs	$9,500.00	$500.00	$10,000.00	$0.00
Communications	$4,917.00	$258.00	$5,175.00	$0.00
Estimated MOE Fuel & Maintenance	$0.00	$0.00	$0.00	$41,013.00
Other Costs total	**$81,510.00**	**$4,288.05**	**$85,798.05**	**$41,013.00**

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	**$1,683,238.10**	**$88,591.28**	**$1,771,829.38**	**$294,513.00**
Indirect Costs	$219,862.90	$11,571.72	$231,434.62	NA
Total Costs Budgeted	**$1,903,101.00**	**$100,163.00**	**$2,003,264.00**	**$294,513.00**

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	$1,903,101.00	$100,163.00	$2,003,264.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	$300,490.00
MOE Baseline:	$206,191.94

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	$701,612.00	$36,927.99	$738,539.99	$200,000.00
Overtime Subtotal	$257,640.00	$13,560.30	$271,200.30	$0.00
Personnel Total	$959,252.00	$50,488.29	$1,009,740.29	$200,000.00
Fringe Benefits Total	$409,732.60	$21,564.44	$431,297.04	$50,000.00
Travel Total	$60,043.50	$3,161.50	$63,205.00	$0.00
Equipment Total	$10,036.00	$528.00	$10,564.00	$0.00
Supplies Total	$37,264.00	$1,961.00	$39,225.00	$3,500.00
Contractual and Subaward Total	$125,400.00	$6,600.00	$132,000.00	$0.00
Other Costs Total	$81,510.00	$4,288.05	$85,798.05	$41,013.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	$1,683,238.10	$88,591.28	$1,771,829.38	$294,513.00
Indirect Costs	$219,862.90	$11,571.72	$231,434.62	NA
Total Costs Budgeted	**$1,903,101.00**	**$100,163.00**	**$2,003,264.00**	**$294,513.00**

Part 5 - Certifications and Documents

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

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

Part 5 Section 1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Robert L. Quinn
2. What is this person's title? NH Department of Safety Commissioner
3. Who is your Governor's highway safety representative? Robert L. Quinn
4. What is this person's title? NH Department of Safety Commissioner

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

- (●) Yes
- ( ) Yes, uploaded certification document
- ( ) No

State Certification declaration:

I, Robert L. Quinn, NH Department of Safety Commissioner, on behalf of the State of NEW HAMPSHIRE, 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? Robert L. Quinn
2. What is the title of your certifying State official? Commissioner, NH Department of Safety
3. What are the phone # and email address of your State official? Robert.l.quinn@dos.nh.gov 603-223-3897

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

- (●) Yes
- ( ) Yes, uploaded certification document
- ( ) No

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

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

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

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

(●) Yes ( ) No

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

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
SB131	10/01/2021	NH Chapter 266:18-b II-(g)	axle weight limit when carrying raw forestry products. http://www.gencourt.state.nh.us/rsa/html/XXI/266/266-18-b.htm
HB1182	01/01/2021	NH Chapter 266:72-b III	Motor Carrier suspension or revocation for default, noncompliance, nonpayment of fine

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

( ) Yes (●) No

U.S. Department of Justice
Office of Justice Programs
Office of the Chief Financial

INDIRECT COST NEGOTIATED AGREEMENT
State and Local Units of Government

Name:
New Hampshire Department of Safety
33 Hazen Drive
Concord, NH 03305

Date: January 27, 2023

Filing Ref: This replaces the negotiated agreement dated April 19, 2022.

Subject: The indirect cost rate(s) contained herein is for use in grants and contracts with the U.S. Department of Justice and other Federal agencies to which 2 CFR 200 Subpart E applies, subject to the limitations contained in Section II of this agreement.

SECTION I: RATES

OVERHEAD

Type	Effective Period (Biennium) From	To	* Rate	Locations	Applicable to
Fixed Carry-Forward	07/01/15	06/30/16	12.89%	All	All
Fixed Carry-Forward	07/01/16	06/30/17	11.22%	All	All
Fixed Carry-Forward	07/01/17	06/30/18	10.83%	All	All
Fixed Carry-Forward	07/01/18	06/30/19	12.32%	All	All
Fixed Carry-Forward	07/01/19	06/30/20	12.60%	All	All
Fixed Carry-Forward	07/01/20	06/30/21	11.44%	All	All
Fixed Carry-Forward	07/01/21	06/30/22	13.54%	All	All
Fixed Carry-Forward	07/01/22	06/30/23	17.48%	All	All
Fixed Carry-Forward	07/01/23	06/30/24	14.22%	All	All

Base : Modified Total Direct Cost (MTDC), consisting of all direct salaries and wages, applicable fringe benefits, materials and supplies, services, travel, and up to the first $25,000 of each subaward (regardless of the period of performance of the subawards under the award); excludes equipment, capital expenditures, charges for patient care, rental costs, tuition remission, scholarships and fellowships, participant support costs and the portion of each subaward in excess of $25,000.

****Treatment of Fringe Benefits**: Fringe benefits applicable to direct salaries and wages are treated as direct costs; fringe benefits applicable to indirect salaries and wages are treated as indirect costs.

SECTION II: GENERAL

A. **LIMITATIONS**: Use of the rate(s) contained in this agreement is subject to any statutory or administrative limitations and is applicable to a given grant or contract only to the extent that funds are available. Acceptance of the rate(s) agreed to herein is predicated on the conditions: (1) that no costs other than those incurred by the grantee/contractor via an approved Central Service Allocation Plan were included in its indirect cost pool as finally accepted and that such incurred costs are legal obligations of the grantee/contractor and allowable under the governing cost principles (2) that the same costs that have been treated as indirect costs are not claimed as direct costs; (3) that similar types of costs have been accorded consistent accounting treatment; and (4) that the information provided by the grantee/contractor which was used as a basis for acceptance of the rate(s) agreed to herein is not subsequently found to be materially inaccurate.

B. **AUDIT**: Adjustments to amounts resulting from audit of the cost allocation plan upon which the negotiation of this agreement was based will be compensated for in a subsequent negotiation,

C. **ACCOUNTING CHANGES**: The rate(s) contained in this agreement are based on the accounting system in effect at the time the proposal was prepared and the agreement was negotiated. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from the use of this rate(s) require the prior approval of the office responsible for negotiating the rate(s) on behalf of the Government. Such changes include but are not limited to changes in the charging of a particular type of costs from indirect to direct. Failure to obtain such approval may result in subsequent cost dis-allowances.

D. **FIXED RATE(S)**: The fixed rate(s) contained in this agreement is based upon an estimate of the costs which will be incurred during the period for which the rate applies. When the actual costs for such period have been determined, an adjustment will be made in a subsequent negotiation to compensate for the difference between that cost used to establish the fixed rate and that which would have been used were the actual costs known at the time.

E. **NOTIFICATION TO FEDERAL AGENCIES**: Copies of this document may be provide d to other Federal offices as a means of notifying them of the agreement contained herein.

F. **SPECIAL REMARKS**: Federal programs currently reimbursing indirect costs to this Department/Agency by means other than the rate(s) cited in this agreement should be credited for such costs and the applicable rate cited herein applies to the appropriate base to identify the proper amount of indirect costs allocated to the program.

U. S. DEPARTMENT OF JUSTICE

Office of Justice Programs

Gregory Douge

Gregory Douge, Staff Accountant
Grants Financial Management Division
Office of Chief Financial Officer

New Hampshire Department of Safety

Signature:

Steven R. Lavoie, Director of Administration

Name and Title

Date: 2/10/23

U.S. Department of Justice
Office of Justice Programs
Office of the Chief Financial

INDIRECT COST NEGOTIATED AGREEMENT
State and Local Units of Government

Name:
New Hampshire Department of Safety
33 Hazen Drive
Concord, NH 03305

Date: April 19, 2022

Filing Ref: This replaces the negotiated agreement dated April 23, 2021.

Subject: The indirect cost rate(s) contained herein is for use in grants and contracts with the U.S. Department of Justice and other Federal agencies to which 2 CFR 200 Subpart E applies, subject to the limitations contained in Section II of this agreement.

SECTION I: RATES

OVERHEAD

Type	Effective Period (Biennium) From	To	* Rate	Locations	Applicable to
Fixed Carry-Forward	07/01/15	06/30/16	12.89%	All	All
Fixed Carry-Forward	07/01/16	06/30/17	11.22%	All	All
Fixed Carry-Forward	07/01/17	06/30/18	10.83%	All	All
Fixed Carry-Forward	07/01/18	06/30/19	12.32%	All	All
Fixed Carry-Forward	07/01/19	06/30/20	12.60%	All	All
Fixed Carry-Forward	07/01/20	06/30/21	11.44%	All	All
Fixed Carry-Forward	07/01/21	06/30/22	13.54%	All	All
Fixed Carry-Forward	07/01/22	06/30/23	17.48%	All	All

Base : Modified Total Direct Cost (MTDC), consisting of all direct salaries and wages, applicable fringe benefits, materials and supplies, services, travel, and up to the first $25,000 of each subaward (regardless of the period of performance of the subawards under the award); excludes equipment, capital expenditures, charges for patient care, rental costs, tuition remission, scholarships and fellowships, participant support costs and the portion of each subaward in excess of $25,000.

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SECTION II: GENERAL

A. **LIMITATIONS**: Use of the rate(s) contained in this agreement is subject to any statutory or administrative limitations and is applicable to a given grant or contract only to the extent that funds are available. Acceptance of the rate(s) agreed to herein is predicated on the conditions: (1) that no costs other than those incurred by the grantee/contractor via an approved Central Service Allocation Plan were included in its indirect cost pool as finally accepted and that such incurred costs are legal obligations of the grantee/contractor and allowable under the governing cost principles (2) that the same costs that have been treated as indirect costs are not claimed as direct costs; (3) that similar types of costs have been accorded consistent accounting treatment; and (4) that the information provided by the grantee/contractor which was used as a basis for acceptance of the rate(s) agreed to herein is not subsequently found to be materially inaccurate.

B. **AUDIT**: Adjustments to amounts resulting from audit of the cost allocation plan upon which the negotiation of this agreement was based will be compensated for in a subsequent negotiation,

C. **ACCOUNTING CHANGES**: The rate(s) contained in this agreement are based on the accounting system in effect at the time the proposal was prepared and the agreement was negotiated. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from the use of this rate(s) require the prior approval of the office responsible for negotiating the rate(s) on behalf of the Government. Such changes include but are not limited to changes in the charging of a particular type of costs from indirect to direct. Failure to obtain such approval may result in subsequent cost dis-allowances.

D. **FIXED RATE(S)**: The fixed rate(s) contained in this agreement is based upon an estimate of the costs which will be incurred during the period for which the rate applies. When the actual costs for such period have been determined, an adjustment will be made in a subsequent negotiation to compensate for the difference between that cost used to establish the fixed rate and that which would have been used were the actual costs known at the time.

E. **NOTIFICATION TO FEDERAL AGENCIES**: Copies of this document may be provide d to other Federal offices as a means of notifying them of the agreement contained herein.

F. **SPECIAL REMARKS**: Federal programs currently reimbursing indirect costs to this Department/Agency by means other than the rate(s) cited in this agreement should be credited for such costs and the applicable rate cited herein applies to the appropriate base to identify the proper amount of indirect costs allocated to the program.

U. S. DEPARTMENT OF JUSTICE

Office of Justice Programs

Gregory Douge

Gregory Douge, Staff Accountant
Grants Financial Management Division
Office of Chief Financial Officer

New Hampshire Department of Safety

Signature:

Steven R. Lavoie, Director of Administration

Name and Title

Date: 4/21/22

NHRS
New Hampshire Retirement System

New Hampshire Retirement System
54 Regional Drive, Concord, NH 03301
Phone: (603) 410-3500 - Fax: (603) 410-3501
Website: www.nhrs.org - Email: info@nhrs.org

September 8, 2020

FROM: NHRS Board of Trustees
George P. Lagos, Executive Director

TO: Charles M. Arlinghaus, Commissioner of Department of Administrative Services
State of New Hampshire

SUBJECT: **EMPLOYER CONTRIBUTION RATES – STATE GOVERNMENT**
EFFECTIVE JULY 1, 2021 – JUNE 30, 2023

Pursuant to RSA 100-A:16, III, and the actuarial valuation of June 30, 2019, the New Hampshire Retirement System Board of Trustees at its September 8, 2020, meeting certified the following employer rates of contribution due the retirement system beginning July 1, 2021, and ending June 30, 2023. The State of New Hampshire shall ensure that these rates are implemented for Earnable Compensation paid on and after July 1, 2021.

STATE OF NEW HAMPSHIRE EMPLOYER CONTRIBUTION RATES
EFFECTIVE JULY 1, 2021 – JUNE 30, 2023

	Pension Percentage	Medical Subsidy Percentage	Total Employer Percentage
GROUP I			
Employees	13.75%	0.78%	**14.53%** + 7.65 = 22.18
GROUP II			
Police	30.67%	3.21%	**33.88%** + 1.45 = 35.33
Fire	29.78%	3.21%	**32.99%**

The employer contribution rates must be applied to the covered payroll for each respective membership classification.

Please refer any questions regarding this memo to: info@nhrs.org

Group I Medicare 1.45%
Social Security 6.2%

Group II Medicare 1.45%