

eCVSP

NORTH CAROLINA

Commercial Vehicle Safety Plan

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

**Fiscal Years 2022 - 2024
Annual Update FY 2023**

Date of Approval: June 26, 2023

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.209](#), [350.211](#) and [350.213](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan or annual update each year to receive MCSAP funds.

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

- Part 1: MCSAP Overview (FY 2022 - 2024)
- Part 2: Crash Reduction and National Program Elements (FY 2022 - 2024)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2022 - 2024)
- Part 4: Financial Information (FY 2023)
- Part 5: Certifications and Documents (FY 2023)

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

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

REMINDERS FOR FY 2023:

Multi-Year plans—All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

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

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

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

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

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational

records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

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

Part 1 Section 2 - Mission/Goal Statement

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

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

Instructions:

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: Please do not include information on any other FMCSA grant activities or expenses in the CVSP.

The North Carolina Department of Public Safety (NCDPS) / North Carolina State Highway Patrol (NCSHP) is the lead agency for the Motor Carrier Safety Assistance Program (MCSAP) in North Carolina. The NCSHP is responsible for implementing and complying with MCSAP rules and regulations in North Carolina. The North Carolina State Highway Patrol's Commercial Vehicle Enforcement (CVE) Section's goal is to support the primary mission of the Federal Motor Carrier Safety Administration (FMCSA): to reduce crashes, injuries and fatalities involving commercial motor vehicles (CMVs).

Mission

The mission of the North Carolina State Highway Patrol is to promote excellence in traffic enforcement through a commitment to the safe and efficient flow of traffic, crime reduction and response to natural hazards and manmade threats. This will be accomplished through government and community partnerships and based upon our core values of loyalty, integrity, and professionalism.

Vision

The North Carolina State Highway Patrol will excel as a national leader in public service through innovative traffic enforcement, strategic preparedness, and community engagement.

Part 1 Section 3 - MCSAP Structure Explanation

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

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

Instructions:

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

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

FY 2023 Updates

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

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

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

While North Carolina does not currently have a rural roads initiative specifically included in the CVSP, we do have a rural roads initiative. This initiative is focused on addressing rural road CMV crash rate concerns.

As for training, the North Carolina State Highway Patrol, Commercial Vehicle Enforcement (CVE) section annually plans a Motor Carrier Enforcement Expectations Meeting. This Expectations Meeting serves as part of our annual training program for CVSA trained personnel. In addition, CVE creates and administers an annual In-Service Training to all CVSA Certified Members as part of the maintenance of certification of inspectors. CVE will conduct Part A and Part B inspection courses, and/or Hazardous Materials / Dangerous Goods Inspection courses for their members based on the needs of the Commercial Vehicle Enforcement section.

Personnel Structure

The personnel resources available for the Basic MCSAP program consists of both MCSAP cost center (federally funded) and Size and Weight cost center (state funded) positions. The MCSAP-funded positions are 100% funded by the MCSAP Basic grant and 100% dedicated to MCSAP-eligible activities. In addition to the Basic MCSAP-funded employees, the Patrol will provide 115 Size and Weight (state funded) troopers that contribute to almost half of the state's inspection total. While these Size and Weight positions do provide eligible activities, currently these activities are not being charged to the grant, however, we reserve the right in the future to charge eligible activities to the grant, if needed.

North Carolina will extend its capabilities for MCSAP Basic (federally funded) positions thru overtime funds for CVSP program elements and emphasis areas (funding contingent). These include high visibility CMV traffic enforcement on high crash corridors (including non-CVE members), fatal CMV crash reduction, ITD project support, new entrant audits, compliance investigations, roadside inspections, education / outreach, enforcement of federal out-of-service orders, human trafficking, ELD enforcement, work zone safety.

MCSAP-Funded Positions

The Basic MCSAP grant funds a total of **131** positions dedicated to MCSAP activities, **128** of which are dedicated 100% full-time, of which **1** is dedicated at 50% part-time, and **2** of which are dedicated 25% part-time. These positions consist of both sworn law enforcement officers and civilian personnel. The MCSAP-funded breakdown is as follows:

There are **86** LEO MCSAP positions statewide (Troops A-H) who are dedicated 100% of the time to MCSAP activities. **85** of these positions are directly reserved for CVSA certified members who are doing 100% MCSAP eligible activities with all their time. **1** position will be located at HQ.

There are **12** LEO MCSAP Sergeant positions in the field, one for each troop. They are also dedicated to MCSAP supervisory activities 100% of the time. **10** will be located in the field, **2** positions will be located at HQ.

There are **3** LEO MCSAP positions (Captain, Lieutenant, First Sergeant, Sergeants) at Headquarters that serve as the MCSAP administrator and administrative staff. They are also dedicated to MCSAP supervisory activities 100% of the time.

There is **1** civilian member (Auditor-MCSAP) funded 100% by MCSAP.

There are **11** civilian support positions at Headquarters and Technical Services that are designated to MCSAP support activities 100% of the time.

1. **Tech Support Specialist:** Position located at our Technical Services Unit dealing with CVE application and software for the MCSAP programs.
2. **User Support Analyst:** Position located at Technical Services Unit dealing with CVE applications and software for the MCSAP programs.
3. **Information Processing Assistant:** Position located at HQ and handles all Data Q's and inspection information for the MCSAP program.
4. **Data Entry Operator:** Position located and HQ and handles all inspection reports and correspondences related to the MCSAP program.
5. **Processing Assistance V / Business Officer I:** Position located at HQ and handles all MCSAP related internal correspondences, office duties, processing invoices, etc.; needed to support the MCSAP program and Budget and Grants.
6. **Processing Tech - MCSAP:** Position located at HQ and handles all uploads and internal data as it relates to inspections, etc. works with DMV on collisions involving CMV's.
7. **Data Entry Operator II - MCSAP:** Position located at HQ and handles inspection reports and payments for OOS fines, etc.
8. **Social Research Specialist / Budget and Grants Administrator:** **2** positions located at HQ that manage the MCSAP grant to include financial and programmatic duties and responsibilities.
9. **Staff Development Specialist II:** Position located at HQ and provides training to the CVE troopers to support the roles and responsibilities of the troopers in the CVE program.
10. **Business Officer II:** Position located at HQ will be responsible for financial administration of the grant, with a special emphasis on ensuring vouchering is completed timely.

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

There are **13** New Entrant Auditors positions funded at 100%.

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

1. Accountant
2. Business Manager I

Additionally, there is **1 position funded at 50%**, given their human resources administrative responsibilities to the grant.

- 1. HR Tech I:** Position located at HQ in the personnel unit to handle all MCSAP human resource functions to include benefits.

Description of 25% positions:

The **Accountant** position is housed in the Controller’s Office of DPS. This position is very vital in the vouchering process of the MCSAP grant. This position works very closely with the MCSAP grant administrator on a weekly basis to ensure that all charges are properly charged against the correct cost center and account as well as ensuring the charge in an eligible grant expense. Once the information has been verified, the accountant obtains all supporting documentation and uploads the information into Delphi for reimbursement.

The **Business Manager I (BM-I)** position directly supervises the MCSAP grant administrator. This position provides daily supervision and guidance to support the MCSAP program. The BM-I is involved in ensuring that the MCSAP grant is accurate and that all financial aspects of the grant are following the appropriate grant policies and procedures. The BM-I assists the MCSAP administrator with monthly meetings with all stakeholders to ensure that all the stakeholders are also following appropriate grant guidelines.

This is a GRAND TOTAL of **131 MCSAP-funded positions**.

Size and Weight (S&W) State-Funded Positions

In addition to the Basic MCSAP-funded employees, the Patrol will provide **115** Size and Weight (state-funded) troopers that contribute to almost half of the state’s inspection total. While these Size and Weight positions do provide eligible activities, currently these activities are not being charged to the grant. However, we reserve the right in the future to charge eligible activities to the grant, if needed.

115 Size and Weight (state-funded) sworn troopers assigned to 8 Troops statewide

Total Positions

There are a total of **246** positions contributing toward the MCSAP Basic program. Table 1 below shows the total personnel available to the MCSAP program, whether these personnel are full or part time, the percent of time allocated to the program, whether they are MCSAP-funded, their inspection goal, and the relative percent of their time contributed toward the MCSAP inspection goals.

FY2023 Comment Response:

The explanation for the total of 25 Investigators referred to in MCSAP Structure section 1.4 is as follows:

16 personnel

- Civilian MCSAP Officers -1, New Entrant Auditors - 2, New Entrant Auditor – 13

9 additional personnel

- Four (4) sworn compliance investigators (troopers) that serve a dual role in the NEA program.
- Five (5) sworn NEA certified troopers

Description	Number of Personnel	Full / Part Time	Percent Time Allocated	MCSAP Funded?	Percent of Inspection Goal Contribution
MCSAP Troopers (Filled)	85	Full Time	100%	Yes	55%
MCSAP Sergeants	10	Full Time	100%	Yes	0%

MCSAP Administrative LEO's	6	Full Time	100%	Yes	0%
Civilian MCSAP Auditors	1	Full Time	100%	Yes	N/A
Civilian Support Personnel HQ	11	Full Time	100%	Yes	N/A
New Entrant Auditor Supervisor	2	Full Time	100%	Yes	N/A
New Entrant Auditor	13	Full Time	100%	Yes	N/A
Accountant	1	Part Time	25%	Yes	N/A
Criminal Justice Planner II	1	Part Time	25%	Yes	N/A
HR Tech 1	1	Part Time	50%	Yes	N/A
S&W Troopers	115	Part Time	40%	No	45%

Table 1. Breakdown of MCSAP positions by contribution level and percent allocation.

Part 1 Section 4 - MCSAP Structure

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

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

Instructions:

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

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

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

Lead Agency Information	
Agency Name:	NORTH CAROLINA STATE HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	246
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	203
Traffic Enforcement Activities	203
Investigations*	25
Public Education and Awareness	203
Data Collection and Reporting	2
* 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:	0
Total # of MCSAP Participating Personnel:	0

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2022 - 2024 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

Note: For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the most recent five fiscal years using the Activity Dashboard on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <https://ai.fmcsa.dot.gov>. A user id and password are required to access this system.

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

Part 2 Section 2 - CMV Crash Reduction

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

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

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

Trend Analysis for 2016 - 2020

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 # Fatalities

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			
10/01/2019	09/30/2020	172	162	172
10/01/2018	09/30/2019	134	150	134
10/01/2017	09/30/2018	169	139	169
10/01/2016	09/30/2017	163	121	163
10/01/2015	09/30/2016	152	123	152

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: N/A

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2019	09/30/2020	7		
10/01/2018	09/30/2019	9		
10/01/2017	09/30/2018	12		
10/01/2016	09/30/2017	7		
10/01/2015	09/30/2016	7		

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: N/A

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2019	09/30/2020	6		
10/01/2018	09/30/2019	6		
10/01/2017	09/30/2018	3		
10/01/2016	09/30/2017	9		
10/01/2015	09/30/2016	5		

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

Source: NCDOT TEAAS, ITRE Data Snapshot 5/4/2021

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

ALL CMV CRASHES**Narrative:**

North Carolina's 3-year goal (2015-2017) was to reduce the number of fatalities by 5% from 127 to 121 fatalities (based on a three-year FY 2011-FY 2013 baseline average). North Carolina planned to show incremental progress each year. As shown below, the FY 2016 goal was to reduce fatalities 1.67% to 123 in FY2016. North Carolina did not meet its fatality reduction goal of 123 for FY2016. The actual outcome was 152, a difference of 21% from the goal. In FY 2017, North Carolina also did not meet its fatality reduction goal of 121, with 163 CMV-involved fatalities, a difference of 30% from the goal.

Because North Carolina did not meet its previous three-year goal for 2017-2019, a new method was adopted to account for changing conditions during the performance period. Starting in FY2018, North Carolina began a new three-year crash reduction plan (FFY 2018 – FFY 2020). Just like 2017-2019, a 3% reduction goal in CMV-involved fatalities over the next three years (FY2018-FY2020) was established, with incremental progress each year. For this 3-year goal, the first year's (FY2018) goal was a 1% reduction from the previous three-year baseline average. For each subsequent year, the goal was a 1% decrease from a rolling 3-year baseline average. For example, the FY2019 goal would be a 1% reduction from the 2015-2017 baseline average, and the FY2020 goal would be a 1% reduction from the 2016-2018 baseline average. Using this rolling 3-year average permitted North Carolina's targets to more closely match changing conditions over the 3 year performance period.

Successes:

After switching this rolling 3-year average goal setting method in FY2018, North Carolina successfully met its crash reduction goals for the second year (FY2019) of the three-year performance period. While North Carolina did not meet its three-year goal of 162 in the final year of FY2020, the difference between the goal and actual fatalities was only 6%. This was an improvement compared to previous years when the difference ranged from 19% to 30% for years when the goal was not met.

Challenges:

1. North Carolina has experienced a significant increase in CMV-involved fatalities in 2016, then spiked significantly in 2020 as noted in Figure 3. This all-vehicle fatality increase in North Carolina mirrors the increase in traffic fatalities for the nation as well as CMV-involved fatality increases. The reasons for the uptick in CMV-involved fatalities in 2016-2018 are not well understood at this time, but are likely due to a combination of CMV risky driver behaviors (e.g. distraction) and passenger vehicle risky driver behaviors.
2. Risky passenger vehicle driver behaviors are, in most cases, the critical reason for CMV-involved fatalities when two or more vehicles are involved. Aggressive driving behaviors such as following too closely, speeding, and erratic driving, combined with an increase in distractions from electronic devices are possibly correlated with this increase. While specific CMV focused and high visibility enforcement efforts help reduce CMV involved crashes, significantly reducing risky passenger vehicle driver behaviors remain a challenge without comprehensive engagement at all levels.
3. Fluctuations (increases/decreases) in CMV fatality frequencies are also correlated with changes in traffic volumes, which are driven in large part by economic conditions. When the economy is good, fatalities tend to rise due to increased overall volume. However, personnel resources dedicated to CMV safety countermeasures (enforcement, inspections, outreach, etc.) tend to remain static, or even at reduced levels statewide. This represents a mismatch between demand (crashes) and supply of available resources (troopers).
4. Enforcing CMVs on rural roads. Most of North Carolina's rural roadways are narrow two-lane roads with no shoulders. Stopping CMV's in this environment poses very serious safety risks to both troopers and CMV's alike.
5. Identifying specific and achievable rural road enforcement strategies. Rural fatal CMV crashes are rare events relative to all CMV crashes in North Carolina. It is difficult to identify crash trends and crash patterns in rural areas. For example, rural fatal CMV crashes do not occur in specific and repeated locations, same time of day or same day of the week.

MOTORCOACH / PASSENGER CARRIER CRASHES

Narrative:

For FY2017-FY2020, North Carolina did not set a specific passenger carrier transportation safety goal. For each of the previous two years, North Carolina has not deviated more than 25% from the national average for fatal bus crashes, and therefore does not have a passenger carrier safety problem. The criterion for determining if a North Carolina has a potential traffic safety problem is defined as a state not exceeding a 25% deviation from this national statistic for the two most recent calendar years (Source: A&I Online CY2019-20).

HAZARDOUS MATERIAL CRASHES

For the past two years, North Carolina has not deviated more than 25% from the national average for its hazmat fatality rate (number of hazmat vehicles involved in fatal crashes as a percent of all hazmat vehicles involved in crashes), and as such, does not have a problem with hazmat fatalities (Source: A&I Online HM Report for CY 2019 and CY 2020).

Narrative Overview for FY 2022 - 2024

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.

FY 2022 Updates

Overview

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

Top Ten States For CMV-Related Fatalities in 2020

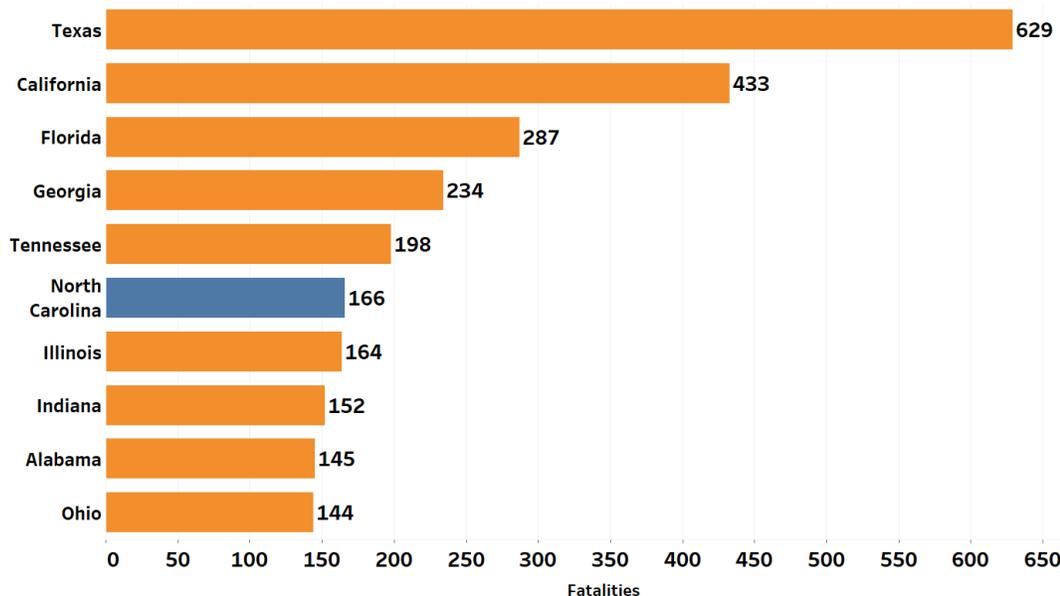


Figure 1. Source: FMCSA A&I MCMIS Data Snapshot 4/30/2021.

However, the raw number of CMV-involved fatalities do not reveal how “safe” North Carolina’s roads are for CMV-involved fatal crashes. If one accounts for traffic volume, expressed as fatal crashes per hundred million vehicle miles traveled (HMVMT), North Carolina ranks 37th in the nation (Figure 2) in 2019. This is a significant improvement from 2018 when North Carolina ranked 28th in the nation.

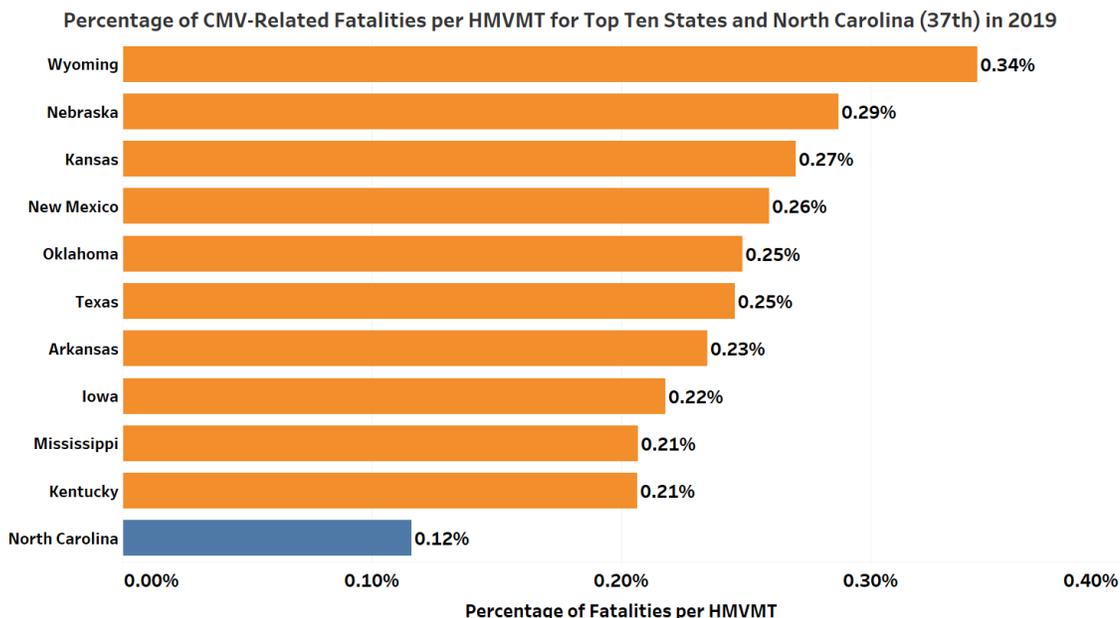


Figure 2. Federal Highway Administration (FHWA) Highway Statistics 2019; FMCSA A&I MCMIS 2019 CMV Fatality Data (Data Snapshot 5/4/2021).

North Carolina’s Crash Picture

North Carolina’s fatal CMV crashes vary widely by road class, relative crash risk, and troop. Because of this variability, North Carolina has provided crash fatality trends, separated fatal crash corridors by road class, characterized relative “risk” levels for each road class, and identified each troop’s relative percent of fatal crashes by road class.

Starting in 2015, North Carolina began experiencing an increase in overall traffic fatalities, including CMV-involved fatalities (Figure 3). While a slight down tick in overall fatalities occurred in 2017, this upward trend has continued and spiked significantly in 2020. This dramatic increase in 2020 represents the highest number of fatalities in North Carolina since 2007; a 14% increase from 2019 - 2020. This 2020 increase mirrors the national trend of traffic fatalities which also increased in 2020 by an estimated 8% from 2019 (Source: National Safety Council - <https://injuryfacts.nsc.org>). While fatalities significantly increased in both North Carolina and the nation in 2020, traffic volume actually decreased by 19% in North Carolina, and 13% nationwide (NHTSA Early Estimate of Motor Vehicle Traffic Fatalities for the First 9 Months of 2020 <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813053>).

North Carolina Fatalities Trends Since 2007

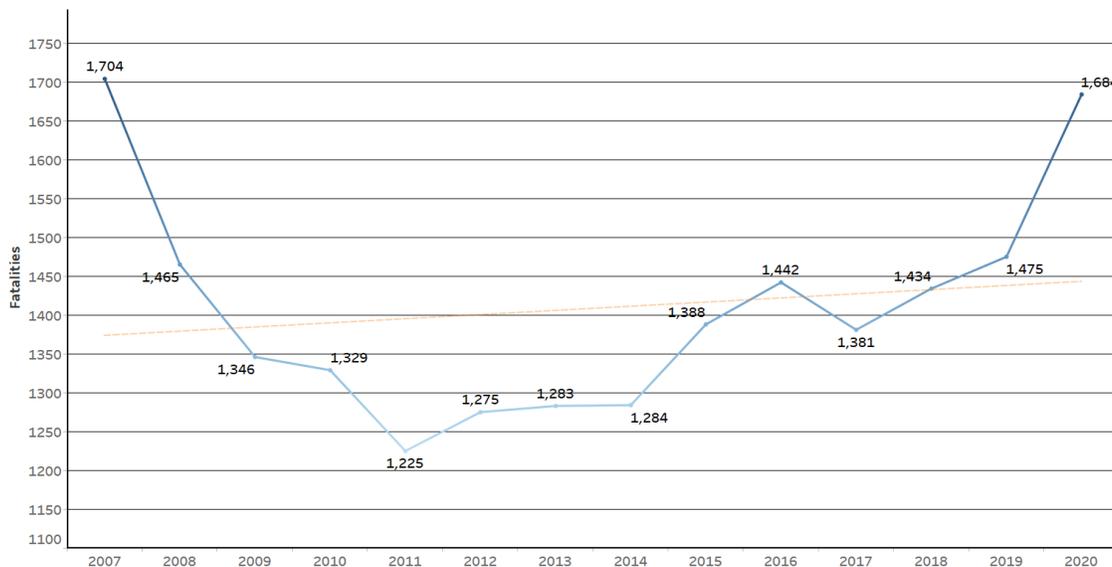


Figure 3. Source: NCDOT Traffic Safety Unit, May 2021 (calendar years shown).

CMV-involved fatalities in North Carolina followed a similar trend to all vehicle fatalities from 2007 through 2018, decreased in 2019, then exhibited the same dramatic increase as all vehicle fatalities in 2020. In fact, North Carolina’s CMV-involved fatalities increased by approximately 22% from 137 to 168 in CY2020 (Figure 4).

Note: the stats below are based on the North Carolina definition of a CMV which differs slightly from FMCSA’s. Using A&I stats (FMCSA CMV definition), the increase from 2019-2020 was approximately 8%, which mirrored the all-vehicle fatality increase shown above in Figure 3.

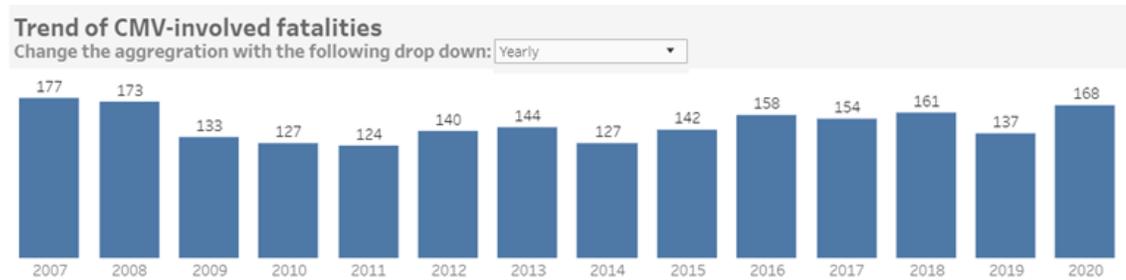


Figure 4. Source: NCDOT TEAAS, 5/4/2021 (calendar years shown).

Contributing circumstances for CMV-involved fatalities in CY2020 were crossed centerline / wrong way, failure to yield, and failure to reduce speed (Figure 5). These contributing circumstances were principally attributed to drivers of passenger vehicles at the crash level, suggesting that risky behaviors of passenger vehicle drivers result in increased frequencies of CMV-involved fatalities.

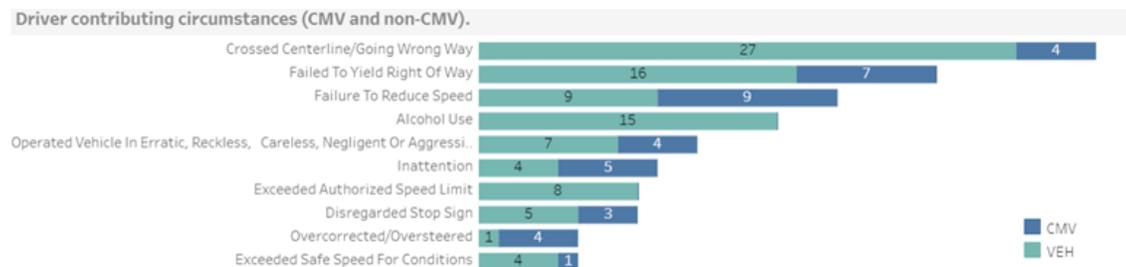


Figure 5. Source: NCDOT TEAAS, 5/4/2021 (calendar year 2020 shown).

In summary, increased and targeted efforts across all traffic safety emphasis areas, including CMV safety strategies, are required to reverse this elevated fatality trend. Specifically, coordination with safety programs and partners at the local level, including North Carolina Vision Zero’s fatality reduction program, is essential to addressing risky driver behaviors among passenger vehicles that contribute in large part to CMV-involved fatalities.

Road Class

North Carolina’s state-maintained road network is principally comprised of ‘secondary roads’ (Figure 6). However, these secondary roads have relatively low CMV traffic volume (exposure), and subsequently reduced CMV fatal crash frequencies. CMV fatal crashes in North Carolina occur primarily on three road classes: US, NC and interstate highways. These three road classes comprise approximately 70% of all CMV crashes from FFY 2018-2020 (Figure 7).

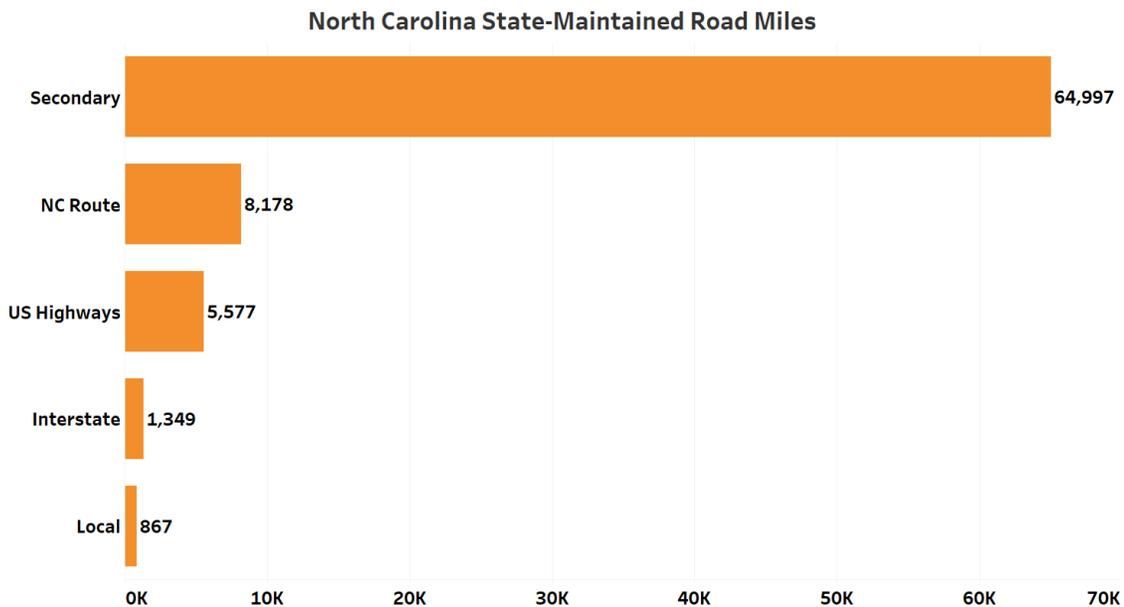


Figure 6. Source: NCDOT Publication: NC Official State Mileages (September 2019).

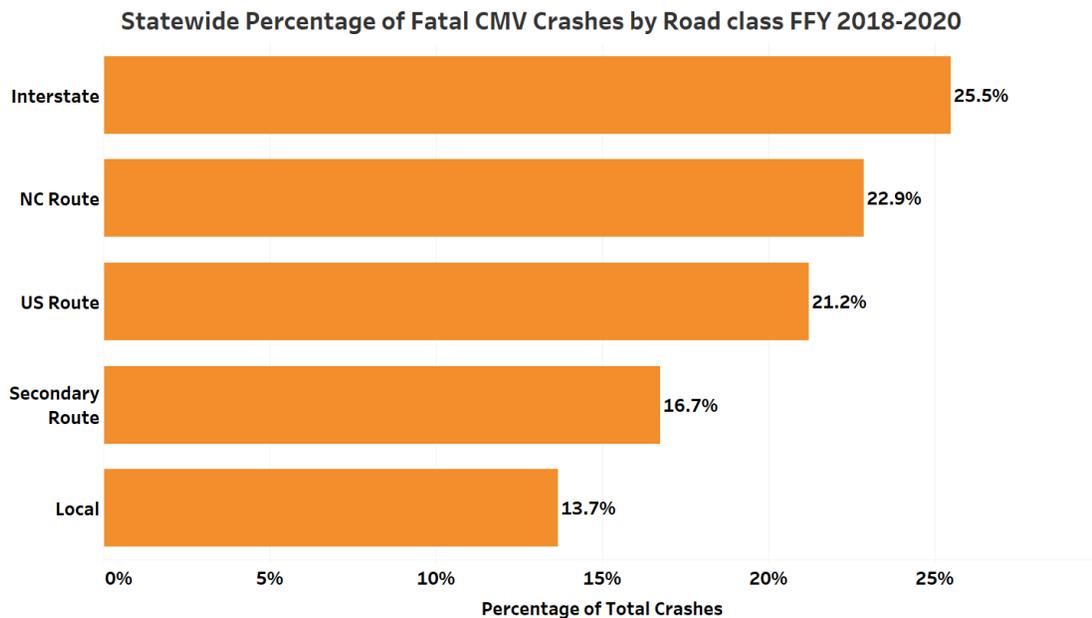


Figure 7. Source: NCDOT, TEAAS.

Exposure vs. Risk

North Carolina road classes vary significantly in fatal crash frequencies relative to traffic volume. Road classes with high crash volume (high exposure) but low fatal crash frequencies have lower fatal crash “risk”. For example, interstates have high CMV traffic volume, but low fatal crashes relative to traffic volume (i.e. fatal crashes per HMVMT). Conversely, NC highways have low traffic volume but high crash rates. A broad characterization of North Carolina’s fatal crash counts (exposure) vs. fatal crash rate (risk) is shown in Figure 8.

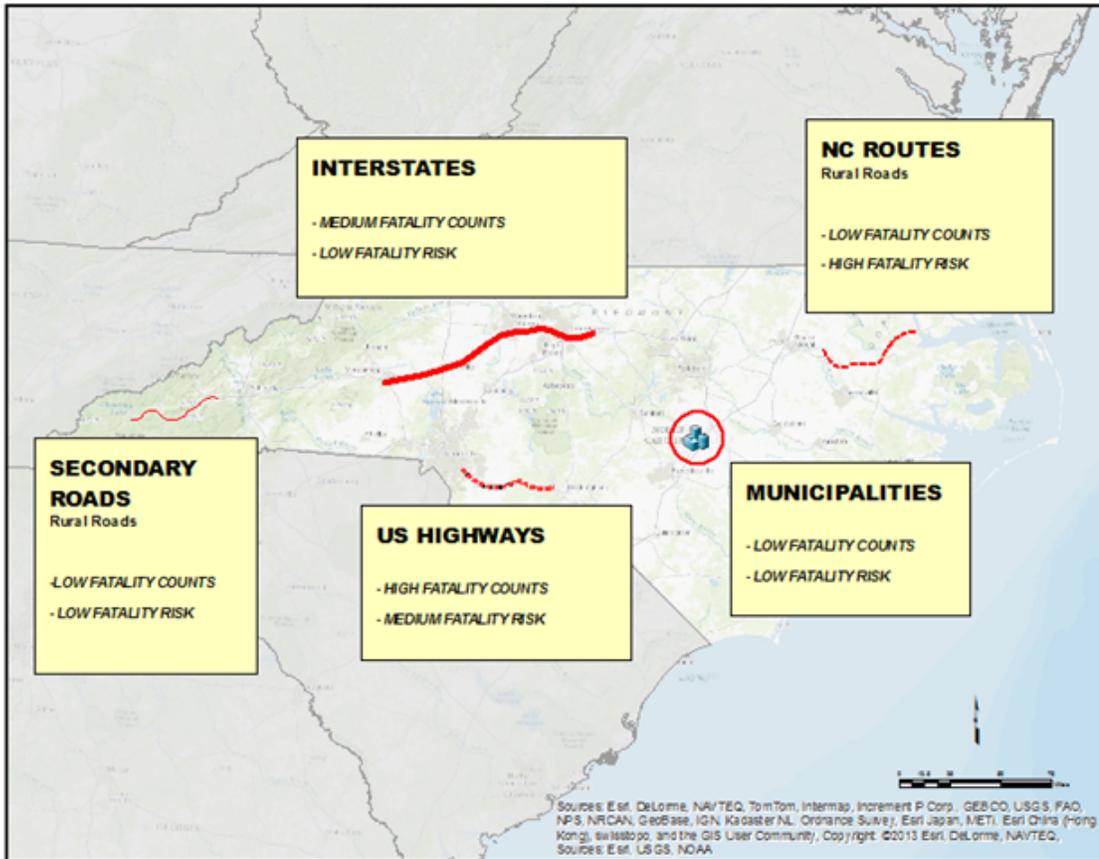


Figure 8. Broad characterization of relative crash risk in North Carolina based on geographic and road type variability.

Troop Variability

Fatal CMV crashes for all road classes also vary significantly by Troop. For example, Troop H has the largest proportional share of fatal crashes in the state for all road classes, followed closely by Troops C and B respectively (Figure 9).

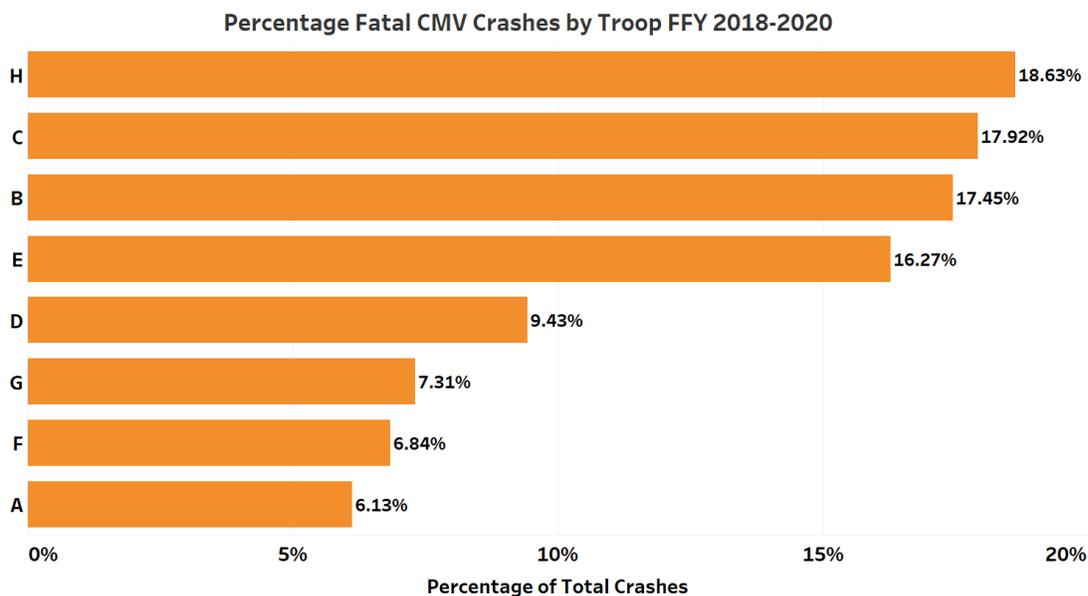


Figure 9. Source NCDOT TEAAS.

And, each troop varies significantly for the relative distribution of fatal crashes across each of these road classes. For example, US highway fatal crashes occur mostly in Troop C (Figure 10), and NC and SR fatal crashes also occur mostly in

Troop B (Figure 11).

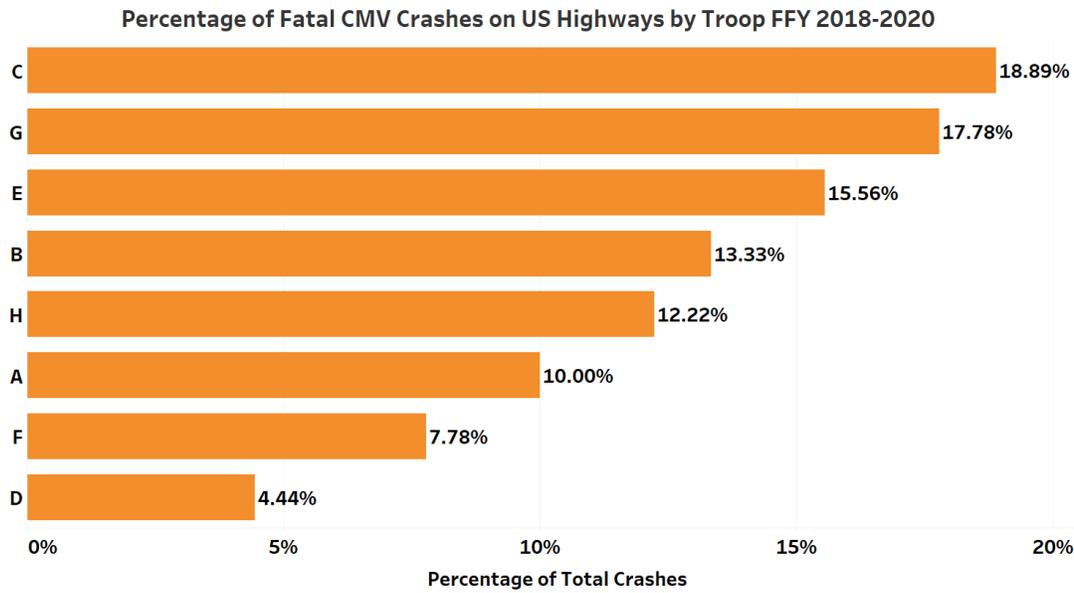


Figure 10. Source NCDOT TEAAS.

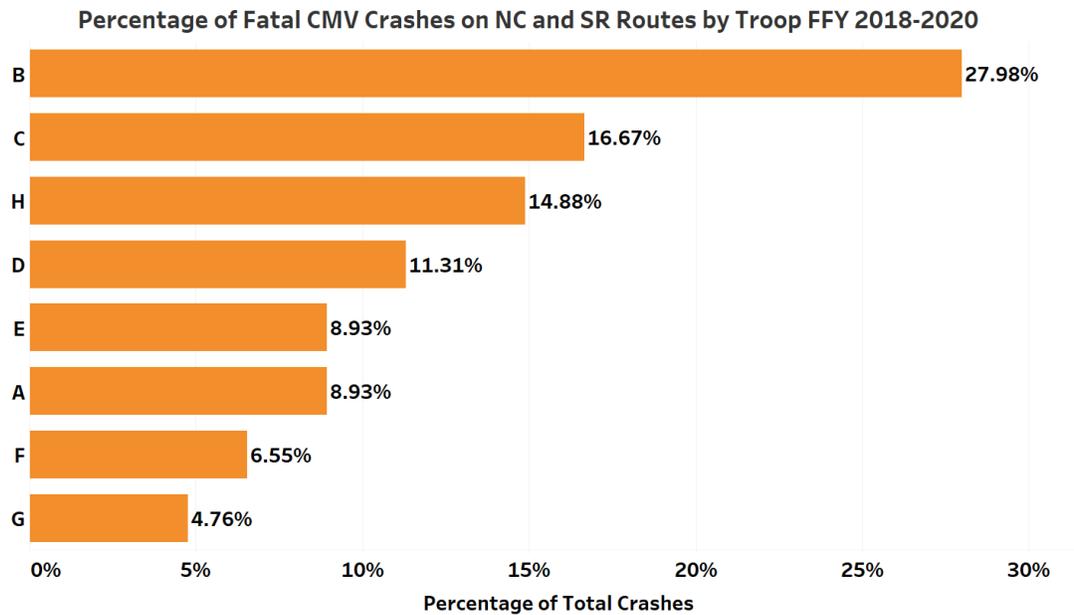


Figure 11. Source NCDOT TEAAS.

Troop-Specific Strategies

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

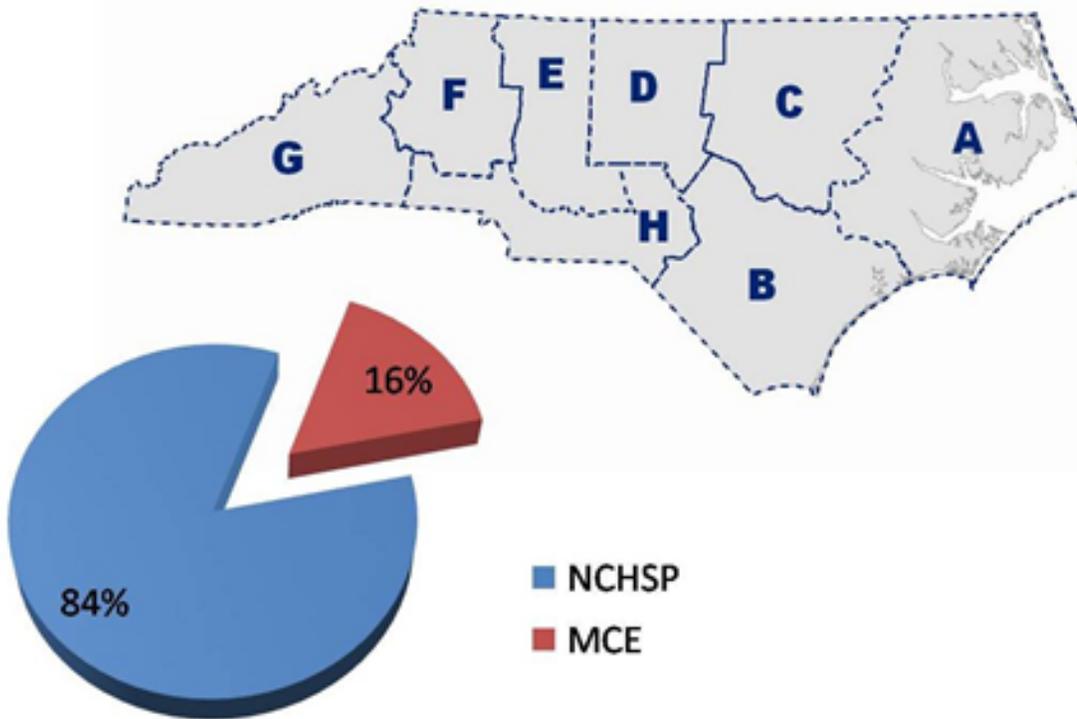


Figure 12. CVE members as a percentage of all NCSHP members statewide.

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

Approach

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

1. **Identify Gaps – *identify gaps in fatal crash enforcement***
 - a. Identify fatal crash locations by road class specifically for each troop
 - b. Identify CMV high crash corridors (5 mile) for each troop and statewide
 - c. Use COVERLAB Analytics to identify driver behaviors (passenger and CMV) contributing factors, time, day, and locations for fatal crashes.
2. **Focused Activities – *Troop-specific targeted and prioritized activities***
 - a. Troop-Specific tailoring - road class focus by troop based on risk, resources and priority.
 - b. Partnering with non-CVE Patrol troopers for high visibility traffic enforcement
 - c. Quality inspection program – emphasis on high crash risk violations, OOS criteria, and technology-driven inspections (e.g. ALPRs)
3. **Track Measure, Prioritize – *Data-driven enforcement program for measurable outcomes***
 - a. Troop-level data-driven planning using COVERLAB Analytics
 - b. Scorecard - Troop-Level crash and inspection goal tracking
 - c. Dashboard – Visualize trends for selecting enforcement activities that optimize effectiveness, including estimating the crash reduction effectiveness of inspection activities using FMCSA’s Roadside Intervention Effectiveness Model (RIEM), and adjusting trooper activities based on these outcomes.

Emphasis Areas

North Carolina will emphasize the following strategies that include a high quality technology-driven inspection program that focuses on risky driver behaviors, catch rates, partnering with non-CVE Patrol troopers conducting passenger vehicle traffic enforcement, and visual analytics for prioritizing enforcement.

- **Risky Driver Behaviors (Speed, Distracted, Unbelted, Fatigue, Impairment)** – Special enforcement focus on risky driver behaviors that contribute to CMV-involved crashes and fatalities. North Carolina is utilizing the Training, Research and Education for Driving Safety (TREDS) program as a foundation for using inspection and traffic stops to reveal other / related risky driver behaviors. This includes emulating the successes of the D.R.I.V.E program with year-round focused projects that specifically address these driver behaviors based on data-informed times and locations.
- **High Quality Inspection Program** – Technology-driven screenings for identifying inspection candidates will be used for increasing catch rates, special operations that focus on unsafe overweight vehicles, and improved identification and interdiction of federal OOS carriers.
- **High Visibility Traffic Enforcement** – CVE troopers will partner with non-CVE “traditional” troopers and local law enforcement to focus on high visibility passenger vehicle traffic enforcement in and around CMVs. These include special operations that target unsafe driving behaviors in locations where high CMV fatal crash corridors are coincident with high passenger vehicle fatal crash clusters.
- **Data-Driven, Troop-Specific Analytics** – Measurable reductions in CMV fatalities are continuously tracked and monitored. If underperforming, CVE supervisors can use COVERLAB Analytics for data-informed gap identification, resource deployment, and for identifying appropriate enforcement activities. Troop supervisors also estimate the effectiveness of their roadside inspections in terms of crashes avoided, injuries prevented, and estimated lives saved by using COVERLAB Analytics’ implementation of FMCSA’s Roadside Intervention Effectiveness (RIEM) model.
- **Human Trafficking Interdiction** – Human traffickers use our transportation systems, including commercial motor vehicles, to enable their criminal activities. The NCSHP views reducing human trafficking crime as a significant imperative. As such, the NCSHP is partnering with industry, local law enforcement agencies, Truckers Against Trafficking (TAT) and the NC Trucking Association (NCTA) to fight this crime. Specific focus will be placed on awareness and interdiction of human trafficking activities as it relates to CMVs. North Carolina will utilize high visibility traffic enforcement in locations where trafficking activities are most likely to occur relative to commercial vehicles. These include areas where CMVs are concentrated such as rest areas, truck stops, and high CMV traffic volume corridors. The NCSHP will pair these activities with human trafficking awareness training and materials distribution. Additionally, the NCSHP’s CVE Section members are a part of the CVSA committee for Human Trafficking Prevention, which enables them to stay abreast of issues and engage in the decision-making process.

A disproportionately high number of fatal CMV wrecks occur on NC routes, relative to the amount of traffic on these roads. These roads usually have low traffic volume, and as such are not conducive to effective and efficient use of patrol resources for CMV traffic enforcement activities. In addition, NC routes are not typically suitable for conducting safety inspections (no shoulder, safety concerns, etc.). For these reasons, the CVE section actively partners with NCDOT for identifying engineering solutions for reducing crashes through coordination with NCDOT district offices.

Because of these limitations, North Carolina will have each Troop identify the locations of highest crashes and identify the most effective types of enforcement to conduct on these road types. Specifically, Troops will use a High Crash Corridor (HCC) interactive map (<https://ags.coverlab.org/cmvhcc>) developed by ITRE’s COVERLAB team (Figure 13) at North Carolina State University to help prioritize and focus enforcement activities on specific road segments where fatal and serious injury CMV-involved crashes are occurring.

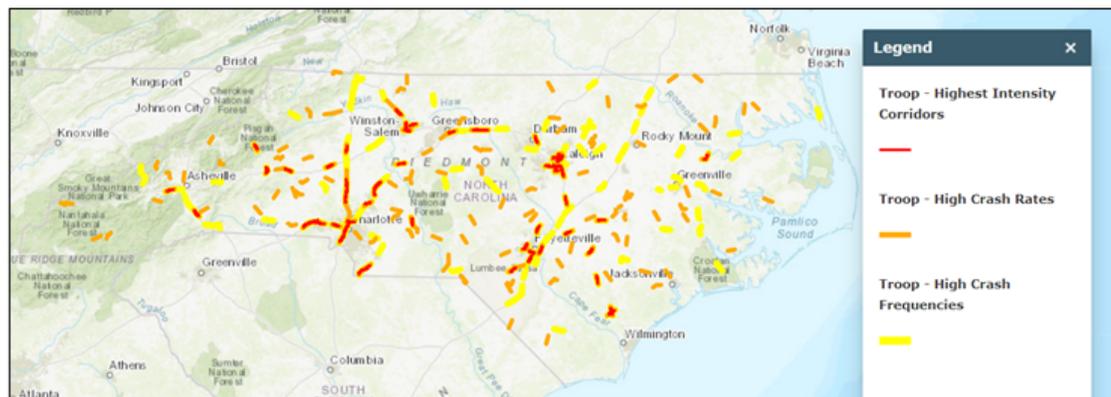


Figure 13. Screenshot of North Carolina’s High Crash Corridor Interactive Map.

This HCC map will also be used to support CMV safety outreach activities. Since the map is public-facing, it provides a common view of problem areas for both the enforcement community and industry partners. This tool will be shared at carrier safety talks, teen safety events, as well as NC Trucking Association partner events throughout the year.

Due to the high number of CMV crash contributing circumstances that are principally attributed to drivers of passenger vehicles, North Carolina will place emphasis on enforcement of passenger vehicles in and around CMVs. Specifically, we will utilize special operations projects for emphasizing distracted driving and passenger vehicle contributions to CMV crashes and fatalities. In addition, the CVE section will also work closely with North Carolina’s NC Vision Zero program to link messaging and awareness of the risks associated with driving around CMVs to drivers of passenger vehicles.

The CVE Section will expand and improve its post-crash investigation capabilities to obtain detailed information related to the causal factors of CMV crashes in North Carolina. This program will utilize equipment, software, and training, to enable CVE Section with more

complete, accessible, and timely heavy vehicle data retrieval for determining CMV crash causation factors. These additional data will provide North Carolina with additional intelligence to better inform enforcement strategies and activities statewide.

Lastly, North Carolina will host an internal CVE conference each year, during which members exchange information on effective strategies, lessons learned, and technology updates for improving their effectiveness of enforcement activities. This conference brings together partners from FMCSA, NCDOT, NC State University (ITRE), with troop supervisors and program administration staff to report out and share best practices. Our approach will be to use information gathered at this conference to adjust strategies and tactical planning approaches throughout the year, for improving our impact on reducing CMV fatalities.

Enter the data source and capture date:

FMCSA A&I MCMIS Data Snapshot 5/14/2021. Federal Highway Administration (FHWA) Highway Statistics 2019 (4/22/2021). NCDOT Traffic Safety Unit, April 2021

Projected Goal for FY 2022 - 2024:

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
2022	156
2023	152
2024	160

Note: FY2023 and FY2024 goals above are estimates. Because the goal is based on decrease from a 3 year baseline average, the actual goals for these years will be determined as data become available. For FFY2022, North Carolina’s crash reduction goal is a 1% reduction in CMV-involved fatalities from the 2018-2020 baseline average. Therefore, North Carolina’s FY2022 crash reduction goal is to reduce the number of CMV-involved fatalities from 157 to 156. North Carolina’s long-term target is to achieve a 3% reduction in CMV-involved fatalities over the three-year performance period (FY2022-FY2024), with incremental progress each year. Each year’s goal will be a 1% decrease from a rolling 3-year baseline average. For example, the FY2022 goal is a 1% reduction from the 2018-2020 baseline average, and the FY2023 goal would be a 1% reduction from the 2019-2021 baseline average. Because this rolling baseline average can only be calculated as data become available, the FY2023 and FY2024 goal will be estimated and subject to change as data become available. FY2023 COMMENT RESPONSE: North Carolina recognizes that work zone CMV-involved crashes are overrepresented relative to all CMV-involved crashes. As such, North Carolina will strive to reduce the number serious CMV crashes in and around work zones by 1% from the 2019-2021 baseline average of CMV-involved work zone crashes. However, significant challenges exist in North Carolina for reducing CMV-involved crashes in North Carolina work zones. North Carolina currently has a large number of active work zones to accommodate the significant increases in traffic volume due to increases in population in-migration. These population increases have driven increased demands on North Carolina’s road infrastructure related to this growth. As such the number of active work zones continues to grow, many of which are multi-year projects. In addition, I-95 traffic volume has significantly exceeded its capacity, greatly increasing CMV crash risk along this corridor. This issue is further compounded by the large number of work zones along this high-risk corridor. North Carolina will make every effort to reduce crashes in work zones.

Program Activities for FY 2022 - 2024: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

North Carolina’s effort to meet its crash reduction goal will include the following activities. Refer to Section 2.3 for the number of inspections North Carolina will effort allocation toward these activities.

FY2023 COMMENT RESPONSE:

North Carolina will allocate an estimated 137,600 number of hours for MCSAP activities based on MCSAP-funded positions. Note that approximately 45% of our inspections are conducted by non-MCSAP-funded troopers as stated in the MCSAP structure section. As such, time/hours dedicated to these non-MCSAP-funded troopers for conducting inspections are therefore not guaranteed.

North Carolina has set our inspection goal for FY2023 at 91,630. Refer to Section 2.3 for the actual number of inspections North Carolina will allocate towards these activities. North Carolina will allocate 203 sworn troopers toward CMV traffic enforcement. (refer to Section 2.5 for specifics).

1. Continued commercial motor vehicle enforcement activities in high crash corridors that have been identified through the use of COVERLAB.
2. Focused enforcement of moving violations in the areas of: erratic/unsafe movement, speeding, following too closely, careless and reckless driving, distracted driving, fatigued driving and aggressive driving (crash causing violations).
3. Conducting inspections, and the issuing of citations/written warnings to CMV's and non-CMV's driving around CMV's.
4. Continued partnering with local law enforcement agencies for traffic enforcement in CMV high crash corridors on a quarterly basis.
5. Troopers will conduct Wolf-Pack/Saturation Patrols and RADAR/LIDAR operations statewide in CMV high crash corridors and active work zones, focusing on speeding CMV's and non- CMV's around CMV's. The NCSHP is currently working in conjunction with our Technical Services Unit and our North Carolina Department of Transportation (NCDOT) IT partners to prepare a report that tracks private vehicle enforcement activity initiated in and around CMV's for all personnel assigned to the CVE (MCSAP) program.
6. Continued large-scale CVE enforcement activities including D.R.I.V.E., Port Checks, and motor coach crash reduction projects. These special operations will be coordinated with other support agencies to accomplish our mission.
7. Increased usage of electronic verification of Out-of-Service status, CDL, and UCR when conducting Level I, II, and III inspections.
8. Troopers will continue to provide CMV safety presentations to the industry professionals, schools, traffic safety seminars, churches, and public groups to increase safety awareness.
9. Each troop will create and evaluate troop-specific plans focused on geographic locations, time of day, day of week, and road specific activities to be conducted on the Interstate, US, NC, and state road routes. These activities will be monitored quarterly.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

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

PERFORMANCE MEASUREMENT

1. The number of CMV fatalities statewide reported quarterly.
2. The number of quarterly CMV awareness presentations made and Wolf Packs conducted with local law enforcement agencies.
3. The number of Wolf-Pack/Saturation Patrol RADAR/LIDAR operations conducted quarterly; number of inspections, number of staff hours, and number of enforcement actions.
4. The number of activities cited on inspections monthly; measured as a percent against all inspections for the same time period.
5. All CVSP goals and supporting strategies are reported quarterly through each troop's participation in the Strategic Leadership Forum (SLF) review process; monthly COVERLAB analysis per troop.
6. The number of participating agencies that participate quarterly.
7. The number of inspections completed during traffic enforcement activities.

MONITORING

Data-Driven Planning

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

Goal Tracking Dashboard

Troop supervisors track and measure their troop's crash reduction and inspection progress toward the state's goals using the COVERLAB Goal Tracking Dashboard (Figure 14). This dashboard shows continuously updated views for how well each troop is performing in these performance areas.

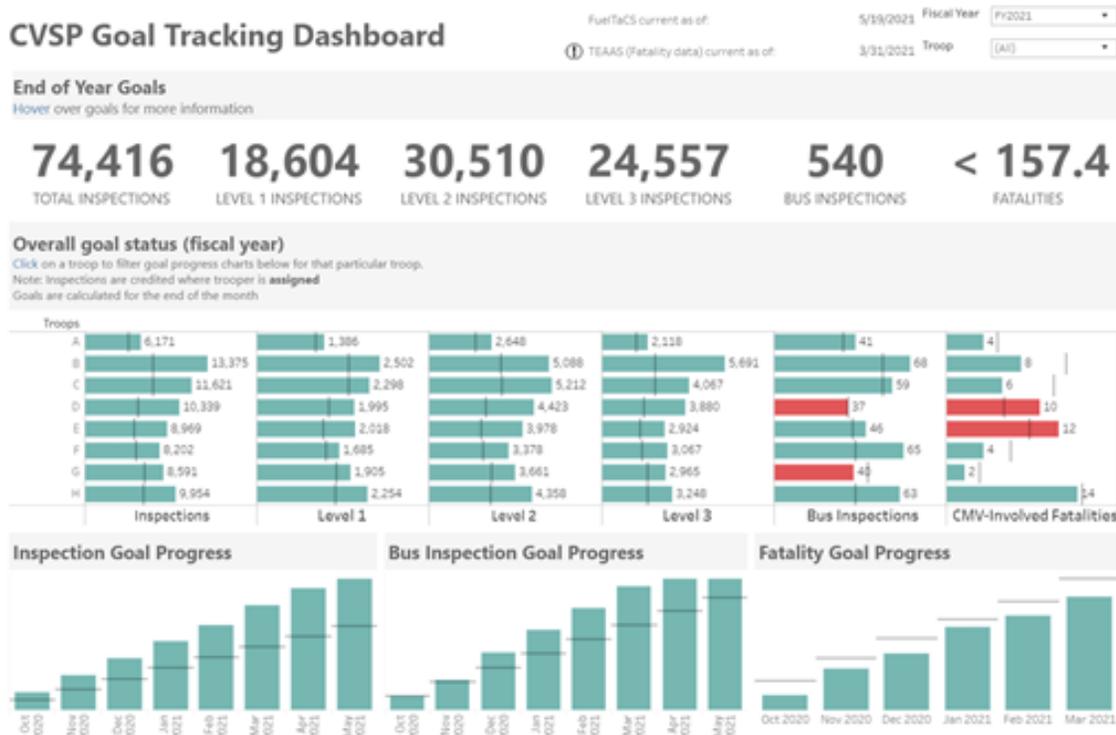


Figure 14. Screenshot of CVSP Goal Tracking Dashboard for FFY 2021

Crash Dashboard

Troops visualize CMV crash patterns and contributing circumstances to help identify activities for improving performance. This dashboard also shows CMV fatalities as a percentage of all fatalities. This metric helps expose locations where CMV fatalities are overrepresented relative to all fatalities (Figure 15).

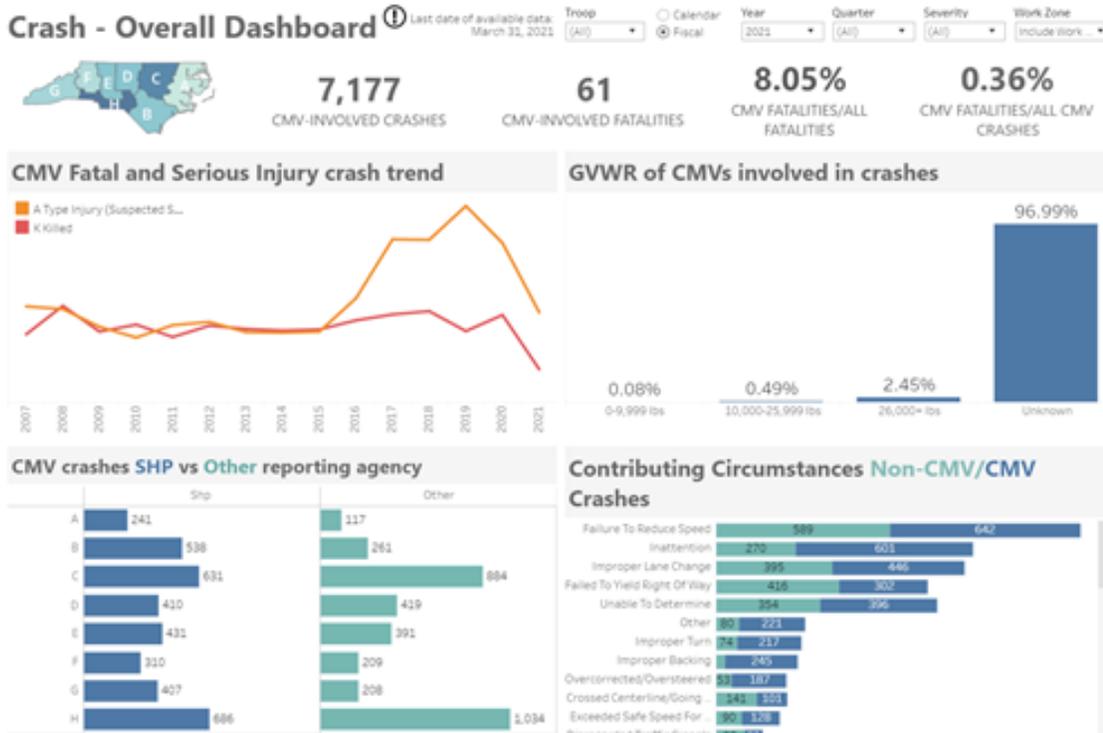


Figure 15. Screenshot of Troop A Crash Overall Dashboard for FFY 2021

Inspections Dashboard

Troops can also visualize inspection trends such as inspection level monitoring, out-of-service rate national trend map, time-of-day/day-of-week heat grid, patterns of inspection locations, for helping to identify emphasis needs and prioritize activities for meeting their troop's goals. NCSHP can monitor the effectiveness of their inspections/violations through an implementation of FMCSA's RIEM (Roadside Intervention Effectiveness Model). Users can see estimates of how many crashes they have been prevented due to their inspection activity and shows areas where they can improve their effectiveness (Figure 16 and Figure 17).

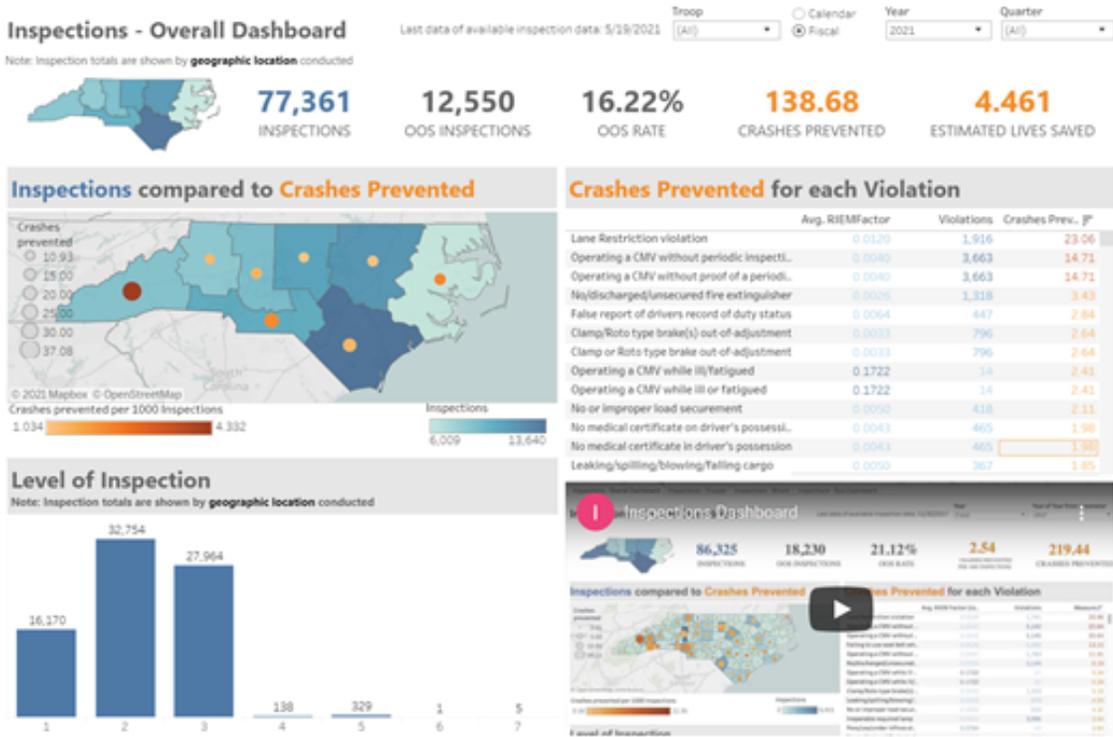


Figure 16. Screenshot of Overall Inspection Dashboard for FFY 2021

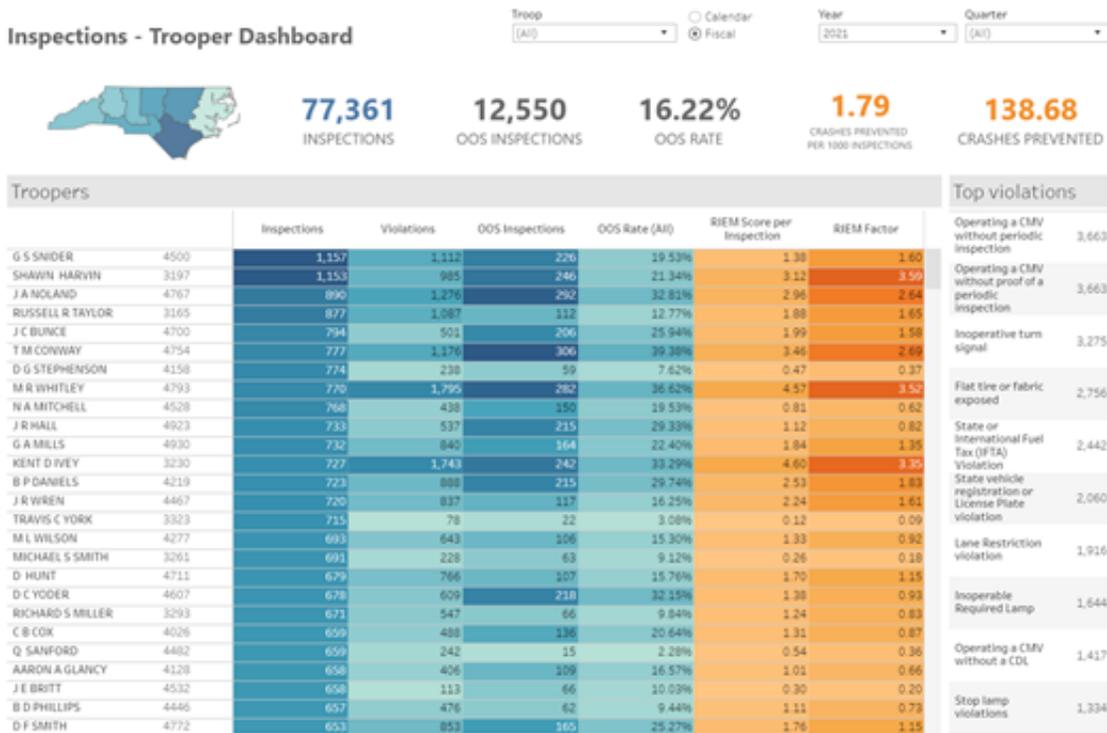


Figure 17. Screenshot of Trooper Inspection Dashboard for FFY 2021

Part 2 Section 3 - Roadside Inspections

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

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

In this section, provide a trend analysis, an overview of the State’s roadside inspection program, and projected goals for FY 2022 - 2024. 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 2016 - 2020

Inspection Types	2016	2017	2018	2019	2020
Level 1: Full	11034	11471	19537	21301	20584
Level 2: Walk-Around	48455	53946	30690	41554	39372
Level 3: Driver-Only	15557	20321	45779	37714	38376
Level 4: Special Inspections	178	282	303	219	184
Level 5: Vehicle-Only	525	465	485	618	418
Level 6: Radioactive Materials	4	3	8	1	1
Total	75753	86488	96802	101407	98935

Narrative Overview for FY 2022 - 2024

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.

North Carolina uses a third-party roadside inspection application called FuelTaCS for its fixed facility and roadside 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.

FY 2023 Updates

Overview

The NCSHP will conduct driver/vehicle inspections statewide during FY2023 at both fixed-facility locations (e.g., weigh stations) and on roadways identified as having high number of fatal CMV-involved crashes. The NCSHP will use COVERLAB Analytics (see Track, Measure, and Plan section below) to determine inspection levels, locations of the activities, including allocation of resources for emphasizing high crash corridors. The North Carolina MCSAP inspection program encompasses impaired drivers, CDLIS checks, operating authority checks, out-of-service enforcement, and distracted drivers with an emphasis on distracted driving, unsafe/risky driver behaviors including enforcement of the cell phone ban in CMVs.

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

Inspection Program Goals

The NCSHP has set a projected inspection goal of **91,630** inspections this FFY2023. This goal is based on the amount of personnel that are currently assigned to our program and are certified to conduct NAS inspections. Each inspection is estimated at an average of 1.25 hours per inspection. The estimate of 1.25 hours per inspection is an aggregate estimate of the following activities:

- Observation / electronic screening of the CMV to inspect
- Stopping the CMV in a safe location (which could include having the CMV follow the trooper to that location)
- Removing needed equipment when conducting Level 1 inspections
- Time spent conducting the actual inspection, conducting all of the necessary information systems checks, completing the inspection report accurately, printing the inspection report, explaining the inspection/report to the driver (including answering questions from the driver), and lastly releasing the driver

To provide further breakdown, the total projected inspection goal of **91,630** will be achieved by funded and non-funded personnel employed by the NCSHP. As listed in Section 1, program structure, there are 115 members employed by the NCSHP that are non-funded by the MCSAP grant that will assist funded personnel with meeting the projected goal. Non-funded personnel are completely supported by non-MCSAP funds.

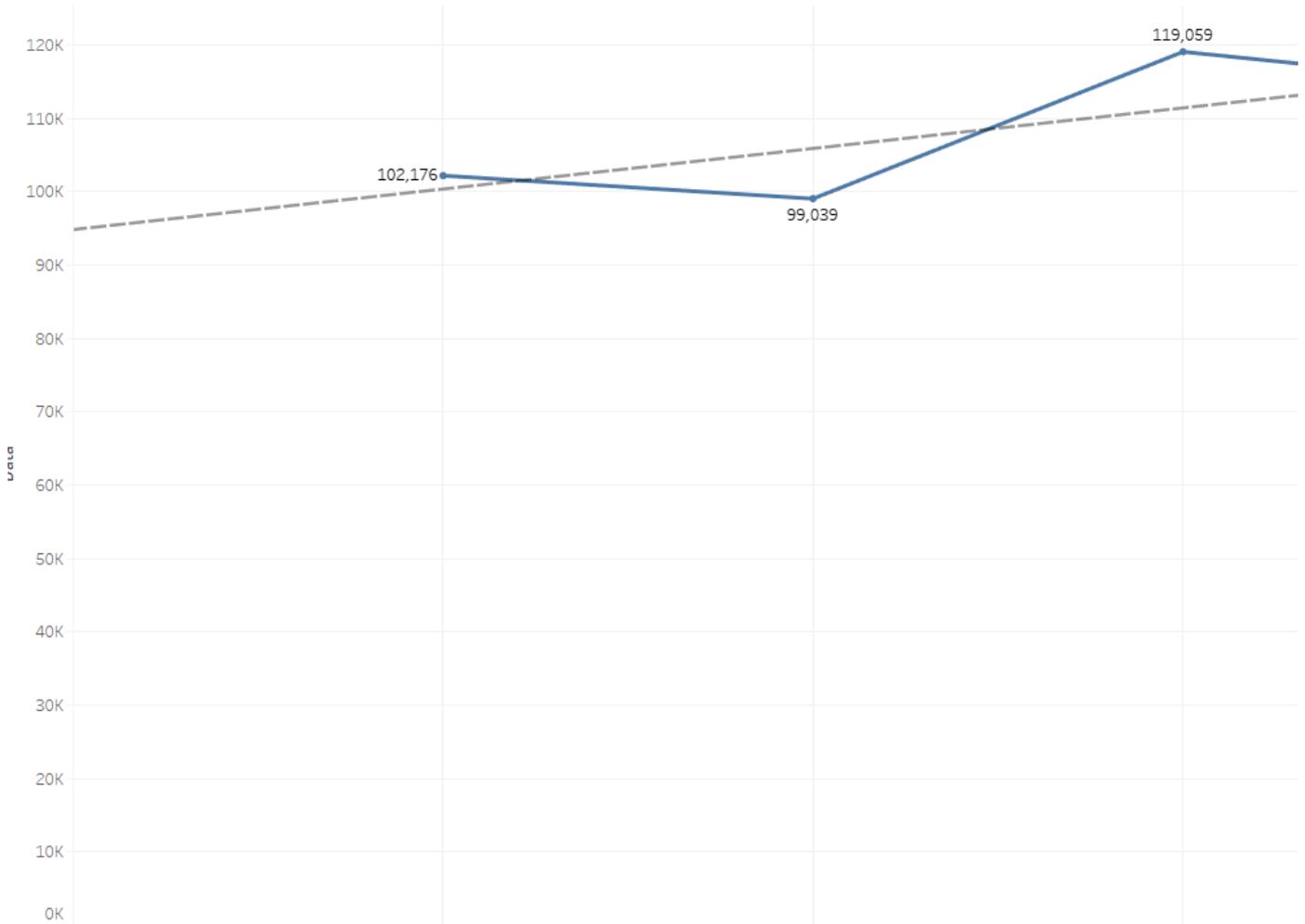
Therefore, inspections conducted by non-funded personnel will have a significant impact on our projected goals. Projected inspection goals for non-funded and funded personnel are listed below. Both goals make up our total projected inspection goals for FY2022. The breakdown is as follows:

- Inspection goals for funded personnel: **50,397** (55%)
- Inspection goals for non-funded personnel: **41,233** (45%)
- Total projected inspection goals: **91,630** (funded and non-funded personnel)

Lastly, North Carolina's eRODS web service usage rate is at 97%, exceeding the 85% performance objective. North Carolina's ultimate goal is to meet the MCSAP goal of 100% eRODS web service utilization and will continue to work diligently to achieve this target.

FY2023 COMMENT RESPONSE:

North Carolina does not see a downward trend in actual inspections from 2019 thru 2022 as shown in graph below. The actual inspections have increased from 2019-2022 as shown in the graph below.



Source: A&I online

North Carolina has increased MCSAP LEO personnel by 28 funded positions from 2019 – 2022:

Total MCSAP LEO increase from 2019-2022

25 troopers

3 Supervisors LEOs

28 total

The breakdown is as follows:

9 MCSAP NEA / CI (MCSAP-funded) troopers are dedicated to conducting NEAs and CIs.

15 MCSAP troopers (MCSAP-funded) will dedicate 100% of their time to MCSAP duties which include inspections.

3 LEO Supervisors (MCSAP-funded) will dedicate 100% of their time to MCSAP duties.

1 MCSAP trooper (MCSAP-funded) is assigned to HQ

Plus...

115 S&W (state-funded) troopers contribute to almost half of the state's inspection goal.

North Carolina uses various personnel resources to accomplish MCSAP duties as part of the CVSP. These personnel consist of a mixture of full-time MCSAP-funded personnel and non-MCSAP-funded (state funded) personnel. We use this mixture of personnel to conduct New Entrant Safety Audits, compliance investigations, roadside inspections, traffic enforcement, and other MCSAP-related duties. Therefore when calculating the total number of increased personnel, the mixture of personnel resources stated above needs to be taken into consideration.

North Carolina's projected inspection goal of 91,630 was not calculated based on previous performance. The goal was calculated based on the estimated time needed to conduct Level's 1 through 3 inspections and multiplied by the number of sworn personnel available. These sworn personnel include both MCSAP-funded and non-MCSAP funded troopers. Note that approximately 45% of our inspections are conducted by non-MCSAP-funded troopers as stated in the MCSAP structure section. As such, time/hours dedicated to these non-MCSAP-funded troopers for conducting inspections are therefore not guaranteed.

Inspection Program Strategies

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

1. High Visibility Inspection Program

North Carolina will place increased emphasis on conducting high visibility and quality inspections along high crash corridors. Crash data analysis shows that risky driver behaviors contribute to most CMV crashes and fatalities in North Carolina. As such, North Carolina's increased emphasis on conducting high visibility Level 3 inspections permits our members to have a higher frequency of contacts with CMV drivers, while simultaneously increasing enforcement presence and visibility to non-CMV's, which contribute to a large percentage of CMV crashes.

This approach more effectively utilizes our personnel resources to adapt to recent significant increases in CMV-involved fatalities attributed to risky driving behaviors. High visibility enforcement extends our capabilities by making the most out of personnel resources, which subsequently increases our impact on reducing CMV-involved crashes and fatalities.

This emphasis takes a best practice approach that will:

- Maintain successes and improve quality by selecting high-risk carriers for inspection screenings.
- Continue to implement and maximize technology-driven screening and selection tools (i.e. ALPRs, virtual weigh stations, tire anomaly systems, infrared brake systems).
- Augment traffic enforcement program to include a minimum Level 3 inspection with every traffic citation on CMVs. The NCSHP will also monitor inspections quarterly using SafetyNet inspection data (e.g., conducted in FuelTaCS), including levels of inspections, data accuracy, data completeness, upload timeliness, and out-of-service rates to ensure the state is on track to meet inspection projections.
- Continue to train some / selected Troopers assigned in non-CVE districts to conduct NAS CVSA Level III inspections.

FY2023 COMMENT RESPONSE:

NCSHP has arranged efforts to establish enforcement tactics to address:

- **Human Trafficking**
 - NCDPS' home website now has a link that directs to FMCSA Human Trafficking Prevention, CVSA Human Trafficking Prevention, and NC Human Trafficking Commission (with contact hotline).
 - NCSHP is taking measures involving a new FuelTaCS.net software that will incorporate TAT hotline number on each inspection /citation.
 - All correspondence from the New Entrant auditors with the motor carriers will include separate Human Trafficking materials to raise awareness
 - Will attend a NCTA Conference roundtable discussions on how to increase awareness in the state of human trafficking.
 - Our NCSHP Intranet now containing Human Trafficking Awareness materials. Brochures concerning all local contacts partnered with NCSHP and reminders of the hand-gesture to maintain awareness.
 - NCSHP included in travel category Fall & Spring Human Trafficking Project to partner with other local agencies

• **Training**

- NCSHP has incorporated a block of Human Trafficking refresher training on all of our safety presentations to motor carriers.
- NCSHP has implemented an on-line PowerDMS refresher training for all CVSA certified members involving Human Trafficking.
- NCSHP includes TAT training with the cadets in Basic Patrol School.
- NCSHP's Commercial Vehicle Enforcement Section has scheduled the following Truckers Against Trafficking Law Enforcement Training events with the three largest law enforcement agency partners in North Carolina (Wake/Guilford/Mecklenburg), industry, commerce, and the general public:
 - 6 December 2022 8-12pm / Raleigh Police Dept., Law Enforcement Training Center / Raleigh NC
 - 7 December 8-12pm / Guilford County Family Justice Center / Greensboro NC
 - 8 December 2022 8-12pm / Charlotte Police & Fire Training Academy / Charlotte NC
- **DIAP** - NCSHP is in the planning stages implementing FMCSA's Drug Interdiction Assistance Program (DIAP) over the next 12-months.

2. Track, Measure, and Plan

- *Allocation Model* - Roadside inspections are conducted by CVSA certified troopers throughout the state. In order to maximize the effectiveness of these roadside inspection activities, the NCSHP is utilizing FMCSA's Roadside Intervention Allocation Model (RIEM). The RIEM provides guidance for how many inspections and what level of inspection level should be conducted for each troop for preventing crashes and saving lives.
- *COVERLAB Analytics* - Troop supervisors prioritize and target enforcement activities using map analytics to visualize relationships of crash locations to inspections and citations. This tool aids in identifying known problem areas and times statewide to more effectively allocate resources for reducing CMV crashes. Troop supervisors and command staff collectively track how each troop, and the state overall, is performing against the CVSP inspection goals. This is done using COVERLAB Analytics, and online data visualization performance measurement system. Troop supervisors use COVERLAB Analytics' "Scorecard" for continuously tracking overall inspection goals, inspection level percent, violation rates and out-of- service rates for each troop as well as each individual trooper. This tool identifies gaps in performance so that Troops can re-allocate resources for better operational planning.

Projected Goals for FY 2022 - 2024

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2022 - 2024. 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: NORTH CAROLINA STATE HIGHWAY PATROL

Enter the total number of certified personnel in the Lead agency: 203

Projected Goals for FY 2023 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	17912	389	25	18326	20.00%
Level 2: Walk-Around	29589	1555	10	31154	34.00%
Level 3: Driver-Only	41149	75	10	41234	45.00%
Level 4: Special Inspections	229	0		229	0.25%
Level 5: Vehicle-Only	134	0	553	687	0.75%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	89013	2019	598	91630	

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

Summary

Projected Goals for FY 2023 - Roadside Inspections Summary

Projected Goals for FY 2023 Summary for All Agencies					
MCSAP Lead Agency: NORTH CAROLINA STATE HIGHWAY PATROL					
# certified personnel: 203					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel: 0					
# projected inspections: 0					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	17912	389	25	18326	20.00%
Level 2: Walk-Around	29589	1555	10	31154	34.00%
Level 3: Driver-Only	41149	75	10	41234	45.00%
Level 4: Special Inspections	229	0		229	0.25%
Level 5: Vehicle-Only	134	0	553	687	0.75%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	89013	2019	598	91630	

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

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

Projected Goals for FY 2023 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	84398	0	0	84398
Enter total number of certified personnel	203	0	0	203
Projected Goals for FY 2024 Roadside Inspections				
Enter total number of projected inspections	84398	0	0	84398
Enter total number of certified personnel	203	0	0	203

Part 2 Section 4 - Investigations

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

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

Describe the State’s implementation of FMCSA’s interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 2016 - 2020

Investigative Types - Interstate	2016	2017	2018	2019	2020
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	17	15	28	0	0
CSA Off-Site	0	0	0	4	10
CSA On-Site Focused/Focused CR	0	0	0	19	19
CSA On-Site Comprehensive	28	40	23	11	4
Total Investigations	45	55	51	34	33
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2016	2017	2018	2019	2020
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	0	0	0	0	0
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2022 - 2024

Instructions:

Describe the State’s implementation of FMCSA’s interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

Projected Goals for FY 2022 - 2024

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2022 - 2024.

Projected Goals for FY 2022 - 2024 - Investigations						
Investigation Type	FY 2022		FY 2023		FY 2024	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	1	0	1	0	1
CSA Off-Site	2	0	2	0	2	0
CSA On-Site Focused/Focused CR	28	0	4	0	4	0
CSA On-Site Comprehensive	6	0	30	0	30	0
Total Investigations	36	1	36	1	36	1
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

FY 2023 Updates The North Carolina State Highway Patrol currently has trained four (4) sworn compliance investigators in addition to one (1) civilian compliance auditor that performs CI’s. The North Carolina State Highway Patrol in FY2022 estimated an average of 3 compliance investigations per month as per the table above. However, this average cannot be maintained in FY2023 due to responsibilities of our Compliance Certified personnel being shifted to New Entrant Auditing. The estimates in the table above are based on five (5) total personnel that are Compliance Investigators certified conducting five (6) On-Site Comprehensive Investigations per person to maintain certification. The NCSHP and FMCSA partners recognize that to reduce the backlog of New Entrant Audit inventory all available personnel including Compliance Investigation certified personnel will need to be utilized to reduce these audits. Any Compliance Investigation estimates beyond the mandatory certifications amount for each of the CI certified personnel cannot be forecasted due to new entrant audit inventory.

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

FY 2023 Updates

The North Carolina State Highway Patrol's State Carrier Intervention efforts currently entail those that are already detailed from the FMCSA. The NCSHP only conducts CI’s that are assigned to us by the FMCSA. There is currently one (1) civilian auditor that performs CI’s and four (4) sworn members that are CI certified. Interstate carrier investigations are conducted by these personnel. The assignments are received from the FMCSA because FMCSA Investigators and the New Entrant Auditors do not do these types of investigations. This program mirrors the Federal program and practices.

FY2023 COMMENT RESPONSE:

North Carolina’s FY2023 goal for CI investigations is 36. We are unable to locate the source of the 25 investigation goal stated in the comment. While we did increase personnel by 4, we are not increasing the number of investigations due to a number of factors that are explained as follows:

New Hire Transition Management – The 4 additional personnel members are all new hires. As such, they are not as efficient as veteran personnel at conducting investigations. This is due to training and lack of proficiency in such duties for a transitional period of time until they

become more efficient. In comparison to our veteran NEA members, newly trained compliance investigators are much less efficient at conducting compliance investigations. This slower investigation speed is exacerbated during the transition period by the need for veteran members to take time away from their existing duties to train new personnel.

The previous 25 investigations conducted by one person was a 'veteran' investigator. Because of this, North Carolina has adjusted the investigation goal to account for the shift to newly trained personnel, which resulted in more conservative forecasted goals.

Pausing CIs due to significant increase in New Entrants –Over the past several months, NCSHP CVE Section has been closely monitoring the new entrant audit program and noticed a significant increase in New Entrant influx. As such, we have paused compliance investigation activities by allocating new personnel to shift focus to New Entrant audits. As a reaction to this trend, the NCSHP has placed priority on decreasing the NEA inventory. Therefore, NCSHP has provided a conservative forecast of 36 compliance investigations.

This shift was necessary because the NCSHP has 4 members that have only recently passed the stage of ISA testing. Additionally, 2 of the 4 members have completed their initial ISA investigations, but the other 2 members are still in need of initial compliance investigations training. As such these 2 new members in training are not capable yet of independently conducting CIs. In addition, all 4 members were recently paused from conducting compliance investigations. This pause was due to the aforementioned influx of new motor carriers entering into the new entrant audit program at an average rate of 4 to 500 audits per month.

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

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

Part 2 Section 5 - Traffic Enforcement

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

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

Traffic enforcement means documented enforcement activities by State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2016 - 2020

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		
10/01/2019	09/30/2020	9924	13687
10/01/2018	09/30/2019	10004	13778
10/01/2017	09/30/2018	10454	13499
10/01/2016	09/30/2017	12663	17404
10/01/2015	09/30/2016	13265	18575

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2019	09/30/2020		9504
10/01/2018	09/30/2019		11925
10/01/2017	09/30/2018		11779
10/01/2016	09/30/2017		14996
10/01/2015	09/30/2016		25806

Enter the source and capture date of the data listed in the tables above.
 NCSHP CAD, FuelTaCS, and SafetyNet 5/10/2021

Narrative Overview for FY 2022 - 2024

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](#).

FY 2022 Updates

Overview

CMV traffic enforcement stops with an inspection are conducted by CVE NCSHP troopers. All CVE traffic enforcement stops include a minimum of a Level 3 inspection. The NCSHP does currently capture citations and warning counts for traffic stops with an inspection. CMV traffic enforcement stops without inspection are not conducted by CVE NCSHP troopers. Non-CMV traffic enforcement stops are conducted by CVE NCSHP troopers on passenger vehicles.

The number of citations and warnings are captured but not the number of "stops". These "stops" are not captured on the NCSHP CAD system, but instead are captured by the State Bureau of Investigation (SBI). However, the NCSHP does not have access to SBI systems. The number of citations and warnings issued are counted as number of citation charges and warnings (multiple charges can occur per citation).

North Carolina will allocate 203 sworn troopers toward CMV traffic enforcement activities. These troopers will conduct traffic enforcement activities in high CMV crash corridors, during days and times specific to each troop’s geographic area and identified using COVERLAB Analytics data visualization dashboards and maps.

Traffic Enforcement Estimates

North Carolina issued **13,687** CMV traffic citations/warnings, and **9,504 non-CMV traffic** citations/warnings by CVSA-certified members during fiscal year 2020. North Carolina does not conduct CMV traffic enforcement activities without an inspection.

North Carolina estimates that CMV and non-CMV traffic enforcement stops for FY2022 will be approximately 10% less than the number of warnings and citations for FY2021. **These estimates listed in the table below are not goals.** They are estimates only, which are based on past activity.

North Carolina cannot set a traffic enforcement goal for CMV’s or non-CMV’s because a goal could be considered a quota. This includes estimating the number traffic high visibility enforcement stops in high-risk locations and corridors. Therefore, North Carolina will use past activity to estimate future activity in these categories. A letter

from the NCDPS/NCSHP legal department is attached that further explains why North Carolina will not set a goal in traffic enforcement categories but will only report past performance instead.

Action Plan

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

What are North Carolina's Traffic Enforcement Activity Types?

CMV with Inspection - All NCSHP Motor Carrier Enforcement (CVE) troopers will conduct a minimum Level 3 inspection with every CMV traffic enforcement activity. Activities for this area are specified below.

CMV without Inspection – CVE troopers will not conduct traffic enforcement operations without conducting at least a Level 3 inspection. Non-CVE troopers will conduct CMV traffic enforcement stops without an inspection. State law prohibits setting a goal for how many traffic enforcement stops shall be conducted.

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

How does North Carolina Allocate Resources?

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

What are North Carolina's CMV Traffic Enforcement Activities?

1. MCSAP Troopers will continue to conduct visual observations and cite CMV drivers operating a CMV while talking on a cell phone during peak truck traffic times. (6a-6p).
2. MCSAP Troopers will continue to observe and cite seat belt violations at weigh stations and on state maintained roads.
3. Continue to conduct quarterly Wolf-Pack operations with local law enforcement agencies in high crash corridors and active work zones statewide.
4. Continue to conduct major CMV traffic enforcement special operations (e.g. Port Checks, Wolf-Packs, active work zones, Operation DRIVE and Operation NC Saving Lives on Rural Roads).
5. Continue to conduct passenger vehicle traffic enforcement focusing on aggressive driving (following too close, erratic lane changes, cutting off) behaviors in and around the vicinity of CMVs.
6. Special emphasis will be placed on human trafficking awareness and interdiction in areas known to be frequented by commercial vehicles (rest areas, truck stops, high CMV traffic corridors, etc.)

FY2023 COMMENT RESPONSE:

7. Emphasize observation and enforcement of risky driver behaviors such as speeding, distracted driving, cell phone usage, texting, driver fatigue, and impaired driving.

8. Continue to emphasize prohibited operation enforcement such as DACH and Federal OOS violations.

What are North Carolina’s Traffic Enforcement Strategies?

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

1. *High crash corridors* – First, the NCSHP will focus traffic enforcement activities and high-visibility traffic enforcement campaigns on sections of highway that have been geographically identified as high crash corridors. These “top 5” fatal and serious injury CMV crash corridors will be identified by NC State University’s Commercial Vehicle Enforcement Resource Lab (COVERLAB) for prioritizing resources based on fatal and serious injury totals.
2. *Active Work Zones* – Second, the NCSHP will focus traffic enforcement activities and high-visibility traffic enforcement campaigns on sections of highway that have active work zones.
3. *Non-CVE Trooper Coordination* – The third traffic enforcement strategy for will be to coordinate traffic enforcement activities with the ‘traditional’ non-CMV enforcement side of the NCSHP. This coordination be in concert with North Carolina’s Vision Zero (NCVZ) initiative, a statewide effort to reduce traffic fatalities among all safety stakeholders. As part of this initiative, non-CVE troopers apply data-driven enforcement strategies by tracking trends and patterns with NC Vision Zero Analytics (NCVZA), a data visualization and performance measurement tool provided by NC State University. NCVZA helps NCSHP identify the types of activities and levels of enforcement resources to address known problem times and locations by exposing specific behaviors that contributed to the crashes, crash locations, time of day and day of week.

Projected Goals for FY 2022 - 2024

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2022 - 2024. 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 2022	FY 2023	FY 2024
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	8931	9824	9824
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection			
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	8553	9408	9408
<input type="radio"/>	<input checked="" type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)			

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

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

FY 2023 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2023 Activities	Average 2014/15 Activities
91630	37	3264	94931	84375

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.

North Carolina believes moving violations are the principal cause of collisions for both passenger and commercial vehicles. Therefore, our program will place emphasis on specific collision-causing violations such as speeding, distracted driving, failing to maintain lane, following too closely, failure to reduce speed, careless and reckless driving, etc.

North Carolina will monitor these efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority by correlating these types of violations with crash reduction trends. To accomplish this, North Carolina will utilize SafetyNet for monitoring CMV and passenger vehicle traffic enforcement activities for citations and warnings, but not stops.

Part 2 Section 6 - Safety Technology

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

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

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must maintain, at a minimum, full PRISM participation. FMCSA defines “fully participating” in PRISM for the purpose of determining eligibility for MCSAP funding, as when a State’s or Territory’s International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Financial Information Part per the method these costs are handled in the State’s accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	No
PRISM	Enhanced Participation	No

Available data sources:

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

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

Enter the agency name responsible for PRISM in the State: North Carolina Department of Transportation

Narrative Overview for FY 2022 - 2024

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

An off-site PRISM Participation Level Certification (PPLC) Virtual Review for the State of North Carolina was conducted during the months of January thru March in 2020. The primary agency from the State that worked on completing the PPLC documentation was the North Carolina Department of Motor Vehicles (NCDMV). Participants included members of the following groups: NCDMV, North Carolina State Highway Patrol (NCSHP), Federal Motor Carrier Safety Administration (FMCSA), and PRISM Technical Support.

To complete this review, data test scenarios were provided to NCDMV for testing of the International Registration Plan (IRP) commercial vehicle registration system and a PPLC questionnaire form was also provided to NCDMV to collect information

on the PRISM registration requirements. The completed PPLC form, data test results and additional information provided by the State were the focus of the review and summary report.

North Carolina is committed to expanding and enhancing data quality, completeness, and timeliness regarding Commercial Motor Vehicle Enforcement actions. As part of this commitment to process improvement, North Carolina has completed implementing PRISM requirements in 2019 with North Carolina Legislation which went into effect November 12, 2019.

Program Activities for FY 2022 - 2024: Describe any actions that will be taken to maintain full participation in PRISM and any ITD activities.

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).

To measure progress, North Carolina will continue to meet with IRP and NCDMV staff to work together and continue to hold quarterly meetings to monitor progress. The NCSHP will also continue to submit quarterly PRISM reports as required to ensure continued eligibility for MCSAP.

Part 2 Section 7 - Public Education and Outreach

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

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

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

Trend Analysis for 2016 - 2020

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

Public Education and Outreach Activities	2016	2017	2018	2019	2020
Carrier Safety Talks	244	230	591	556	504
CMV Safety Belt Education and Outreach	358	450	591	556	504
State Trucking Association Meetings	2	2	20	35	25
State-Sponsored Outreach Events	0	0	86	67	35
Local Educational Safety Events	8	8	506	530	14
Teen Safety Events	77	29	500	556	215

Narrative Overview for FY 2022 - 2024

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

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

FY 2022 Updates

PERFORMANCE OBJECTIVE

North Carolina’s Public Education and Awareness program is focused on providing CMV Safety education across North Carolina to help decrease the number and severity of CMV crashes. The performance objective will be to provide presentations and outreach to local law enforcement agencies, the judicial community, the trucking industry and the motoring public to educate them on CMV safety issues, regulations, seat belt and state regulatory changes.

The public education and outreach goal is an estimate of the number of public education and outreach activities conducted. Full time MCSAP funded employees will participate in these activities. This strategy contains multiple approaches targeted at specific audiences:

- 1.General Motoring Public / Teen/Older Drivers
- 2.Trucking / Passenger Carrier Industry
- 3.Law Enforcement Agencies / Judicial community.

ACTIVITIES

1) General Motoring Public / Teen / Older Drivers

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

The NCSHP will continue to provide CMV highway safety presentations to motor carriers and public organizations when requested. The NCSHP believes that these presentations, along with other types of media provided to the motoring public, will help reduce the number of CMV related crashes. Each troop has an assigned Traffic Safety Information (TSI) trooper to conduct CMV presentations within their respective troop. An additional outreach method is the practice of CMV safety promotional items including the Trucker's Against Trafficking (TAT) programs. These materials are distributed to the public at North Carolina weigh stations.

2) Trucking / Passenger Carrier Industry

The NCSHP conducts CMV safety awareness presentations at various industry meetings, conferences, and truck driving schools. These presentations included topics of CSA, inspection procedures, aggressive driving behaviors, texting while driving, seat belt usage, load securement, and other various topics. Education and outreach topics also include human trafficking awareness and training through partnerships with Truckers Against Trafficking (TAT) and the NC Trucking Association.

Specifically, the NCSHP has implemented a new presentation program called "Just Drive: Deliver Distraction-Free". This presentation was produced based on the University of California San Diego's TREDs program (Training, Research, & Education for Driving Safety). The TREDs program is an FMCSA-sponsored educational program for commercial drivers to reduce the risk distracted driving poses to the motoring public which offers free train-the-trainer workshop that prepares traffic safety professionals to Deliver Distraction-Free curriculum to commercial drivers. Once trained, NCSHP troopers and commercial vehicle carrier safety representatives will provide this safety education content to the trucking and passenger carrier industry.

3) Law Enforcement / Judicial Community

The NCSHP will continue to conduct CMV awareness training to law enforcement agencies to increase their knowledge of CMV laws and how to effectively stop CMVs safely on public roads within their jurisdictions and properly report CMV crashes. These activities provide educational information to the judicial community to improve their knowledge of CMV laws and regulations.

FY2023 COMMENT RESPONSE:

North Carolina's plan for creating targeted outreach and education campaigns promoting work zone safety and advising the general public on ways to report suspected incidents of human trafficking/smuggling involving commercial vehicles as follows:

Work Zone Safety Campaigns

- High Priority Message Boards - NCSHP will utilize these in order to encourage safe driving habits in and around work zones.
- Open Roads Collaboration Group - The CVE members continue to participate in this group which meets monthly on topics that include: state and local law enforcement, first responders, NCDOT, and towing businesses to prevent individual work zone incidences.

Human Trafficking Reporting

- NCDPS' home website now has a link that directs to FMCSA Human Trafficking Prevention, CVSA Human Trafficking Prevention, and NC Human Trafficking Commission (with contact hotline).
- NCSHP will add a TAT hotline number on each inspection /citation as part of the new FuelTaCS.net software
- All correspondence from the New Entrant auditors with the motor carriers will include separate Human Trafficking materials for reporting suspected human trafficking incidents
- NCSHP's Commercial Vehicle Enforcement Section has scheduled the following Truckers Against Trafficking Law Enforcement Training events with the three largest law enforcement agency partners in North Carolina (Wake/Guilford/Mecklenburg), industry, commerce, and the general public:
 - 6 December 2022 8-12pm / Raleigh Police Dept., Law Enforcement Training Center / Raleigh NC
 - 7 December 8-12pm / Guilford County Family Justice Center / Greensboro NC

o 8 December 2022 8-12pm / Charlotte Police & Fire Training Academy / Charlotte NC

Projected Goals for FY 2022 - 2024

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 2022	FY 2023	FY 2024
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	300	300	300
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	300	300	300
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2	2	2
<input type="radio"/>	<input checked="" type="radio"/>	State-Sponsored Outreach Events	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	8	8	6
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	10	10	8

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.

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

- 1) **General Motoring Public / Teen / Older Drivers** - The number of presentations to the general motoring public, young and older drivers, the presentation duration, and the number of attendees at these presentations.
- 3) **Trucking / Passenger Carrier Industry** - Number of presentations made to trucking industry, the presentation duration, and number of attendees.
- 4) **Law Enforcement / Judicial Community** - The number of presentations, the presentation duration, and number of law enforcement agencies participating in the training.

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

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

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

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

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

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

Available data sources:

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

Enter the agency name responsible for Data Quality: North Carolina State Highway Patrol

Enter the agency or agencies name responsible for DataQs: North Carolina State Highway Patrol

Enter the agency name responsible for the Crash Data Repository: North Carolina Department of Motor Vehicles

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 2022 - 2024.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2022	Goal for FY 2023	Goal for FY 2024
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.

4/27/2021

Narrative Overview for FY 2022 - 2024

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 2022 - 2024: 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.

FY2023 COMMENT RESPONSE

In order to maintain North Carolina's "Good" overall SSDQ rating, the following activities will be conducted:

- **Crash Record Completeness**

- Monitor to ensure that DMV-349 (crash Report) elements are captured
- Utilize carrier search in SafetyNet on all imported crash data
- Process CMV Crash Data Report bi-monthly from NCDMV
- Utilize the Non-Fatal Crash Completeness (NFCC) Tool

- **Crash VIN Accuracy**

- Utilize carrier search in SafetyNet
- Use VIN decoder
- Utilize Query Central
- Utilize DCI/INLETS
- Utilize NCDMV STARS Program

- **Fatal Crash Completeness**

- Utilize FARS/MCMIS Report

- **Crash Timeliness**

- Prepare and Upload data on a daily basis (at least twice a day)
- Monitor and ensure the receipt of incoming crash data daily from NCDMV
- Prepare and upload data to MCMIS on a daily basis (at least twice a day) to meet the new reporting requirements from 90 to 45 days

- **Crash Accuracy**

- Utilize carrier search in SafetyNet
- Use VIN decoder
- Utilize Query Central
- Utilize DCI/INLETS
- Utilize NCDMV STARS Program
- Utilize MCMIS
- Utilize A&I and DIR (Driver Information Resource)
- Utilize Non-match report
- Utilize FARS/MCMIS Report
- Utilize Google Search

- **Crash Consistency Indicator**

- Monitor the Non-Fatal Crash Completeness (NFCC) Tool to view trends of over and/or under reporting of crashes

- **Inspection Record Completeness**

- Utilize carrier search in SafetyNet on all imported inspection data
 - Monitor data elements from FuelTaCs (3rd party inspection software)

- **Inspection VIN Accuracy**

- Utilize carrier search in SafetyNet
 - Use VIN decoder
 - Utilize Query Central
 - Utilize DCI/INLETS
 - Utilize NCDMV STARS Program

- **Inspection Timeliness**

- Prepare and Upload data on a daily basis (at least twice a day)
 - Monitor the receipt of incoming inspection data

- Prepare and upload data to MCMIS on a daily basis (at least twice a day) to meet the new reporting requirements from 21 to 7 days

- **Inspection Accuracy**

- Utilize carrier search in SafetyNet
 - Use VIN decoder
 - Utilize Query Central
 - Utilize DCI/INLETS
 - Utilize NCDMV STARS Program
 - Utilize MCMIS

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.

North Carolina will continuously monitor SSDQ data on A&I to ensure continued "Good" status. If any SSDQ performance measures do not meet "Good" status, North Carolina will work closely with our state data quality coordinators to identify the problem and take appropriate measures to bring the status back to Good.

FY2023 COMMENT RESPONSE:

For Inspection and Crash DataQs – the DataQ analysts review the documentation that is submitted by the requestor and the inspection/crash reports and related materials. A determination is made according to the regulations and criteria set forth by FMCSA. If the requestor wishes to appeal the decision, the requestor must provide new and additional information to support their appeal. Upon the receipt of additional information, a review is conducted by consulting with Headquarters' Staff and a final decision is made.

Part 2 Section 9 - New Entrant Safety Audits

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

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

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

For the purpose of this section:

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

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

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

Trend Analysis for 2016 - 2020

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

New Entrant Safety Audits	2016	2017	2018	2019	2020
Interstate	1722	1682	1554	1587	1808
Intrastate	0	0	0	0	0
Total Audits	1722	1682	1554	1587	1808

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 2022 - 2024

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

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	05/27/2022
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	5098
Current Number of Past Dues	3

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 2022 - 2024

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

Projected Goals for FY 2022 - 2024 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2022		FY 2023		FY 2024	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	328	0	108	0	108	0
# of Safety Audits (Offsite)	1856	0	3156	0	3156	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	2184	0	3264	0	3264	0
# of Non-Audit Resolutions	1092	0	1170	0	1248	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.

FY 2022 Updates

The overall goal of the North Carolina State Highway Patrol New Entrant Safety Audit Program is to conduct safety audits effectively and efficiently within the allotted time frame for each specified carrier type (property/passenger). To accomplish this, North Carolina will utilize the Motor Carrier Management Information System (MCMIS), NEWS (New Entrant Web System), and Gotham (FMCSA’s analysis system).

The North Carolina State Highway Patrol New Entrant Safety Audit Program proposes to conduct 2,184 New Entrant safety audits for FY 2022. The North Carolina State Highway Patrol (NCSHP) has (13) civilian New Entrant Safety Auditor positions dedicated to conducting New Entrant Audits to assist the Federal Motor Carrier Safety Administration (FMCSA) with the New Entrant Congressional mandate. In addition, there are two (2) New Entrant Audit Supervisors who work closely with the FMCSA Federal & State Program Specialists to provide scheduling of assignments, assurance of accuracy in data submitted (safety audits), and act as a liaison between the auditors and the FMCSA personnel. The supervisors also conduct safety audits.

The NCSHP also proposes to conduct 3,264 safety audits in FY 2023. For FY 2023 the NCSHP will be adding five (5) more positions to the existing NEA team, bringing the total to (18) New Entrant Auditor positions. The additional members are needed due to the influx of motor carriers entering into the New Entrant Audit program.

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

Activity Plan for FY 2022 - 2024: 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.

FY 2022 Updates

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

Mitigating Actions:

The NCSHP recognizes that we have upward trending inventory of new entrant audits over the past 18 months from March 2020 through September 2021 (Source: A&I Gotham). These data show an increase in new entrant audits from 18% to 197%. To address this increased volume, North Carolina will utilize the following strategies:

- Increase the target audits completed by each auditor per Federal Fiscal Year (FFY) from 132 to 168 audits per year in FY 2022; increasing to **192 in FY 2023 and 192 in FY 2024**
- NEA Refresher / In Service Training will be conducted by the Southern Service Center or auditor supervisors
- Utilize Group Audits

Refresher / In Service Training for auditors is anticipated to improve timeliness for addressing the increased new entrant inventory. New Entrant auditor in-service training will be conducted annually at minimum, and possibly more frequently as needed. In addition, group audits will be held on an as needed basis.

The offsite process has assisted in maintaining the effectiveness and efficiency of our New Entrant Audit program by expediting the amount of time required to complete an audit. Offsite audits have led to reduced costs related to vehicle operation (gas, maintenance) as well as reduced man-hours per audit. Although onsite new entrant on-site targets are based on historical data, FMCSA has recently given us guidance to emphasize off-site audits. The projected number of on-site audits could vary based on the COVID-19 pandemic. In this case, the number of off-site audits would increase to offset the decrease in on-site audits to meet the projected goal totals.

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

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

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

FY2022 Updates

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

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

The NCSHP New Entrant Program is measured by carrier contacts (New Entrant Safety Audits, and non-audit resolutions) on a quarterly basis. Each auditor will be given a goal of 168 audits per year in Federal Fiscal Year 2022; increasing to **192 in Federal Fiscal Year 2023 and 192 in Federal Fiscal Year 2024**. Individual auditor performance toward meeting their annual goal will be measured monthly by the New Entrant program supervisors. Individual auditor performance toward meeting their annual goal will be measured monthly by the New Entrant program coordinators. This will ensure they are on target to meet their specified goal. The agency New Entrant goal will also be measured quarterly by NCSHP Headquarters personnel to ensure that the agency is on target to meet the overall audit performance goal as specified above. The Motor Carrier Management Information System (MCMIS) and GOTHAM systems will be utilized to assist with tracking individual New Entrant Auditor and agency New Entrant performance.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2022 - 2024).

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

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

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

Instructions:

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

Check this box if:

As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal IH or UNSAT/UNFIT OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

Part 3 Section 2 - Passenger Carrier Enforcement

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

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

Instructions:

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

Check this box if:

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

Part 3 Section 3 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2021 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 2021 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2021 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State’s FY 2021 CVSP. Click on “Add New Activity” to enter progress information on each State-specific objective.

Part 3 Section 4 - State Specific Objectives – Future

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

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

Instructions:

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

Describe any State-specific objective(s) identified for FY 2022 - 2024. 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	\$14,526,367.00	\$764,546.00	\$15,290,913.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$2,293,637.00
MOE Baseline:	\$335,209.20

Part 4 Section 2 - Personnel

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

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

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):	\$2,293,637.00

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
MOE Estimated-MCSAP Troopers	86	0.0000	\$74,418.00	\$0.00	\$0.00	\$0.00	\$335,210.00
Social Research Specialist III	2	100.0000	\$72,503.00	\$145,006.00	\$137,755.70	\$7,250.30	\$0.00
New Entrant Auditor	13	100.0000	\$54,290.00	\$705,770.00	\$670,481.50	\$35,288.50	\$0.00
Operations Support Specialist	1	100.0000	\$89,521.00	\$89,521.00	\$85,044.95	\$4,476.05	\$0.00
User Support Specialist	1	100.0000	\$62,795.00	\$62,795.00	\$59,655.25	\$3,139.75	\$0.00
New Entrant Auditor Supervisor	2	100.0000	\$69,414.00	\$138,828.00	\$131,886.60	\$6,941.40	\$0.00
Information Processing Assistant	1	100.0000	\$51,050.00	\$51,050.00	\$48,497.50	\$2,552.50	\$0.00
Data Entry Operator II - MCSAP	1	100.0000	\$39,665.00	\$39,665.00	\$37,681.75	\$1,983.25	\$0.00
Business Officer I	1	100.0000	\$63,135.00	\$63,135.00	\$59,978.25	\$3,156.75	\$0.00
Processing Tech-MCSAP	1	100.0000	\$54,271.00	\$54,271.00	\$51,557.45	\$2,713.55	\$0.00
Auditor-MCSAP	1	100.0000	\$63,788.00	\$63,788.00	\$60,598.60	\$3,189.40	\$0.00
Staff Development Specialist	1	100.0000	\$51,215.00	\$51,215.00	\$48,654.25	\$2,560.75	\$0.00
Captain	1	100.0000	\$117,716.00	\$117,716.00	\$111,830.20	\$5,885.80	\$0.00
Lieutenant	1	100.0000	\$107,015.00	\$107,015.00	\$101,664.25	\$5,350.75	\$0.00
First Sergeant	1	100.0000	\$97,287.00	\$97,287.00	\$92,422.65	\$4,864.35	\$0.00
Sergeant	12	100.0000	\$88,442.00	\$1,061,304.00	\$1,008,238.80	\$53,065.20	\$0.00
Business Officer II	1	100.0000	\$78,000.00	\$78,000.00	\$66,307.80	\$11,692.20	\$0.00
HR Tech I	1	50.0000	\$51,750.00	\$25,875.00	\$24,581.25	\$1,293.75	\$0.00
Accountant	1	25.0000	\$82,318.00	\$20,579.50	\$19,550.53	\$1,028.97	\$0.00
Business Manager I	1	25.0000	\$106,683.00	\$26,670.75	\$25,337.21	\$1,333.54	\$0.00
Data Entry Operator I-MCSAP	1	100.0000	\$38,078.00	\$38,078.00	\$36,174.10	\$1,903.90	\$0.00
Trooper	86	100.0000	\$74,418.00	\$6,399,948.00	\$6,223,310.44	\$176,637.56	\$0.00
Subtotal: Salary				\$9,437,517.25	\$9,101,209.03	\$336,308.22	\$335,210.00
Overtime Project Costs							
Subtotal: Overtime				\$0.00	\$0.00	\$0.00	\$0.00
TOTAL: Personnel				\$9,437,517.25	\$9,101,209.03	\$336,308.22	\$335,210.00
Accounting Method:	Cash						

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

FY 2023 Updates

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

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

Highway safety partnering continues to be a key strategy for effectiveness. These partners include the North Carolina's Department of Transportation (NCDOT), NC Trucking Association (NCTA), the North Carolina Movers Association (NCMA), the North Carolina Utilities Commission (NCUC), the NC Governor's Executive Committee on Highway Safety (ECHS), the NC Traffic Records Coordinating Committee (TRCC), the Governor's Highway

Safety Program (GHSP), the Commercial Vehicle Enforcement Resource Lab (COVERLAB) program with the Institute for Transportation Research and Education (ITRE) at North Carolina State University (NCSU), the I-95 Corridor Coalition, the Commercial Vehicle Safety Alliance (CVSA), insurance stakeholders, and local highway safety community forums, among others. Lastly, Commercial Vehicle Enforcement (CVE) safety strategies have been adopted as an integral component of North Carolina's Strategic Highway Safety Plan (SHSP).

While North Carolina does not currently have a rural roads initiative specifically included in the CVSP, we do have a rural roads initiative. This initiative is focused on addressing rural road CMV crash rate concerns.

As for training, the North Carolina State Highway Patrol, Commercial Vehicle Enforcement (CVE) section annually plans a Motor Carrier Enforcement Expectations Meeting. This Expectations Meeting serves as part of our annual training program for CVSA trained personnel. In addition, CVE creates and administers an annual In-Service Training to all CVSA Certified Members as part of the maintenance of certification of inspectors. CVE will conduct Part A and Part B inspection courses, and/or Hazardous Materials / Dangerous Goods Inspection courses for their members based on the needs of the Commercial Vehicle Enforcement section.

Personnel Structure

The personnel resources available for the Basic MCSAP program consists of both MCSAP cost center (federally funded) and Size and Weight cost center (state funded) positions. The MCSAP-funded positions are 100% funded by the MCSAP Basic grant and 100% dedicated to MCSAP-eligible activities. In addition to the Basic MCSAP-funded employees, the Patrol will provide 115 Size and Weight (state funded) troopers that contribute to almost half of the state's inspection total. While these Size and Weight positions do provide eligible activities, currently these activities are not being charged to the grant, however, we reserve the right in the future to charge eligible activities to the grant, if needed.

North Carolina will extend its capabilities for MCSAP Basic (federally funded) positions thru overtime funds for CVSP program elements and emphasis areas (funding contingent). These include high visibility CMV traffic enforcement on high crash corridors (including non-CVE members), fatal CMV crash reduction, ITD project support, new entrant audits, compliance investigations, roadside inspections, education / outreach, enforcement of federal out-of-service orders, human trafficking, ELD enforcement, work zone safety.

MCSAP-Funded Positions

The Basic MCSAP grant funds a total of **131** positions dedicated to MCSAP activities, **128** of which are dedicated 100% full-time, of which **1** is dedicated at 50% part-time, and **2** of which are dedicated 25% part-time. These positions consist of both sworn law enforcement officers and civilian personnel. The MCSAP-funded breakdown is as follows:

There are **86** LEO MCSAP positions statewide (Troops A-H) who are dedicated 100% of the time to MCSAP activities. **85** of these positions are directly reserved for CVSA certified members who are doing 100% MCSAP eligible activities with all their time. **1** position will be located at HQ.

There are **12** LEO MCSAP Sergeant positions in the field, one for each troop. They are also dedicated to MCSAP supervisory activities 100% of the time. **10** will be located in the field, **2** positions will be located at HQ.

There are **3** LEO MCSAP positions (Captain, Lieutenant, First Sergeant, Sergeants) at Headquarters that serve as the MCSAP administrator and administrative staff. They are also dedicated to MCSAP supervisory activities 100% of the time.

There is **1** civilian member (Auditor-MCSAP) funded 100% by MCSAP.

There are **11** civilian support positions at Headquarters and Technical Services that are designated to MCSAP support activities 100% of the time.

1. **Tech Support Specialist:** Position located at our Technical Services Unit dealing with CVE application and software for the MCSAP programs.
2. **User Support Analyst:** Position located at Technical Services Unit dealing with CVE applications and software for the MCSAP programs.
3. **Information Processing Assistant:** Position located at HQ and handles all Data Q's and inspection information for the MCSAP program.
4. **Data Entry Operator:** Position located and HQ and handles all inspection reports and correspondences related to the MCSAP program.
5. **Processing Assistance V / Business Officer I:** Position located at HQ and handles all MCSAP related internal correspondences, office duties, processing invoices, etc.; needed to support the MCSAP program and Budget and Grants.
6. **Processing Tech - MCSAP:** Position located at HQ and handles all uploads and internal data as it relates to inspections, etc. works with DMV on collisions involving CMV's.
7. **Data Entry Operator II - MCSAP:** Position located at HQ and handles inspection reports and payments for OOS fines, etc.

- 8. **Social Research Specialist / Budget and Grants Administrator:** 2 positions located at HQ that manage the MCSAP grant to include financial and programmatic duties and responsibilities.
- 9. **Staff Development Specialist II:** Position located at HQ and provides training to the CVE troopers to support the roles and responsibilities of the troopers in the CVE program.
- 10. **Business Officer II:** Position located at HQ will be responsible for financial administration of the grant, with a special emphasis on ensuring vouchering is completed timely.

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

There are 13 New Entrant Auditors positions funded at 100%.

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

- 1. Accountant
- 2. Business Manager I

Additionally, there is 1 position funded at 50%, given their human resources administrative responsibilities to the grant.

- 1. **HR Tech I:** Position located at HQ in the personnel unit to handle all MCSAP human resource functions to include benefits.

Description of 25% positions:

The **Accountant** position is housed in the Controller's Office of DPS. This position is very vital in the vouchering process of the MCSAP grant. This position works very closely with the MCSAP grant administrator on a weekly basis to ensure that all charges are properly charged against the correct cost center and account as well as ensuring the charge in an eligible grant expense. Once the information has been verified, the accountant obtains all supporting documentation and uploads the information into Delphi for reimbursement.

The **Business Manager I (BM-I)** position directly supervises the MCSAP grant administrator. This position provides daily supervision and guidance to support the MCSAP program. The BM-I is involved in ensuring that the MCSAP grant is accurate and that all financial aspects of the grant are following the appropriate grant policies and procedures. The BM-I assists the MCSAP administrator with monthly meetings with all stakeholders to ensure that all the stakeholders are also following appropriate grant guidelines.

This is a GRAND TOTAL of 131 MCSAP-funded positions.

The MOE (\$335,209.20) will be met by MCSAP Troopers (86 positions) that complete inspections. The NCSHP will not voucher the FMCSA for this amount of salary.

Part 4 Section 3 - Fringe Benefits

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

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

Show how the fringe benefit amount is calculated (i.e., actual fringe rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

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

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

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc. For more information on this item see the [Fringe Benefits Job Aid below](#).

Fringe costs method: Actual Fringe Rate

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

Fringe Benefit Rate: *The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.*

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Longevity	100.0000	100.0000	\$410,447.87	\$410,447.87	\$348,921.73	\$61,526.14	\$0.00
Medical Benefits	100.0000	100.0000	\$905,451.00	\$905,451.00	\$765,614.23	\$139,836.77	\$0.00
Social Research Specialist	32.1500	100.0000	\$145,006.00	\$46,619.42	\$44,288.45	\$2,330.97	\$0.00
New Entrant Auditor	32.1500	100.0000	\$705,770.00	\$226,905.05	\$215,559.80	\$11,345.25	\$0.00
Operations Support Specialist	32.1500	100.0000	\$89,521.00	\$28,781.00	\$27,341.95	\$1,439.05	\$0.00
User Support Specialist	32.1500	100.0000	\$62,795.00	\$20,188.59	\$19,179.16	\$1,009.43	\$0.00
New Entrant Auditor Supervisor	32.1500	100.0000	\$138,828.00	\$44,633.20	\$42,401.54	\$2,231.66	\$0.00
Information Processing Assistant	32.1500	100.0000	\$51,050.00	\$16,412.57	\$15,591.94	\$820.63	\$0.00
Data Entry Operator II-MCSAP	32.1500	100.0000	\$39,665.00	\$12,752.29	\$12,114.68	\$637.61	\$0.00
Business Officer I	32.1500	100.0000	\$63,135.00	\$20,297.90	\$19,283.01	\$1,014.89	\$0.00
Processing Tech-MCSAP	32.1500	100.0000	\$54,271.00	\$17,448.12	\$16,575.71	\$872.41	\$0.00
Auditor-MCSAP	32.1500	100.0000	\$63,788.00	\$20,507.84	\$19,482.45	\$1,025.39	\$0.00
Staff Development Specialist	32.1500	100.0000	\$51,215.00	\$16,465.62	\$15,642.34	\$823.28	\$0.00
Business Officer II	32.1500	100.0000	\$78,000.00	\$25,077.00	\$23,823.15	\$1,253.85	\$0.00
Captain	37.1500	100.0000	\$117,716.00	\$43,731.49	\$41,544.92	\$2,186.57	\$0.00
Lieutenant	37.1500	100.0000	\$107,015.00	\$39,756.07	\$37,768.27	\$1,987.80	\$0.00
First Sergeant	37.1500	100.0000	\$97,287.00	\$36,142.12	\$34,335.01	\$1,807.11	\$0.00
Sergeant	37.1500	100.0000	\$1,061,304.00	\$394,274.43	\$374,560.71	\$19,713.72	\$0.00
Trooper	37.1500	100.0000	\$6,399,948.00	\$2,377,580.68	\$2,258,701.65	\$118,879.03	\$0.00
HR Tech I	32.1500	50.0000	\$51,750.00	\$8,318.81	\$7,902.87	\$415.94	\$0.00
Accountant	32.1500	25.0000	\$82,318.00	\$6,616.30	\$6,285.49	\$330.81	\$0.00
Business Manager I	32.1500	25.0000	\$106,683.00	\$8,574.64	\$8,145.91	\$428.73	\$0.00
Data Entry Operator-MCSAP	32.1500	100.0000	\$38,078.00	\$12,242.07	\$11,629.97	\$612.10	\$0.00
TOTAL: Fringe Benefits				\$4,739,224.08	\$4,366,694.94	\$372,529.14	\$0.00

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

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

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

The specific amount will be included with each voucher as supporting documentation and will reflect the actual amount of fringe benefits. Fringe Benefits include:

Social Security: 7.65%

Retirement Contribution: 24.50% (Civilian) and 29.50% (Sworn)

Health Insurance: a specific amount (\$7,019)

* This base rate was multiplied by the number of FTE positions allocated in the grant (100) at 100% , 1 position at 50% and (2) positions at 25%

Longevity: depends on years of service (varies)

** This rate was calculated at 4.5% by the number of FTE Positions allocated in the grant (100.5)

Sworn = 37.15%

Civilian = 32.15%

As of July 1, 2022, health insurance is a flat rate of \$7,019 per employee. That amount was calculated by the number of Full-time positions in the grant (128) , 1 position at 50% and 2 positions at 25% of the total amount. The total amount requested was listed as a

flat rate versus a percentage.

*128 FTE at \$7,019= \$898,432

*2 Positions (calculated at 25%) = \$7,019 *25%= \$1,754.75*2= \$3,509.50

*1 position calculated at 50%=\$3,509.50

132 FTE and Part time Employees= \$905,451

Longevity ranges per employee from 1.5%- 4.5% (due to time of service). A report was generated from the SHP Personnel unit for actual longevity amounts for all employees supported by the grant that are eligible to receive the benefit and listed as a full dollar amount versus a percentage.

Part 4 Section 4 - Travel

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

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

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.475](#).

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Safe Drive Conference	8	4	100.0000	\$12,611.20	\$11,980.64	\$630.56	\$0.00
State Hazmat Port Checks	100	4	100.0000	\$25,020.00	\$23,769.00	\$1,251.00	\$0.00
NAIC	2	8	100.0000	\$6,305.60	\$5,990.32	\$315.28	\$0.00
COHMED	3	6	100.0000	\$8,098.80	\$7,693.86	\$404.94	\$0.00
CVE Spring Conference	70	3	100.0000	\$26,061.00	\$24,757.95	\$1,303.05	\$0.00
ITS Conference	2	4	100.0000	\$6,312.80	\$5,997.16	\$315.64	\$0.00
FMCSA MCSAP Planning / ITD Conference	7	4	100.0000	\$13,874.80	\$13,181.06	\$693.74	\$0.00
FMCSA Regional Grants Training	2	4	100.0000	\$3,252.80	\$3,090.16	\$162.64	\$0.00
CVSA Conference Fall	7	6	100.0000	\$23,902.10	\$22,706.99	\$1,195.11	\$0.00
CVSA Conference Spring	7	6	100.0000	\$23,902.10	\$22,706.99	\$1,195.11	\$0.00
CMV Safety Research	3	4	100.0000	\$5,480.00	\$5,206.00	\$274.00	\$0.00
Human trafficking (Fall)	20	2	100.0000	\$5,405.00	\$5,134.75	\$270.25	\$0.00
Human Trafficking (Spring)	20	2	100.0000	\$5,405.00	\$5,134.75	\$270.25	\$0.00
TBD FMCSA events	7	5	100.0000	\$48,178.92	\$45,769.97	\$2,408.95	\$0.00
TOTAL: Travel				\$213,810.12	\$203,119.60	\$10,690.52	\$0.00

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

ITS Conference:

2 personnel *4 days*44.10 per day (per diem)/ \$352.80

Flight (1000 per person) to include baggage fee and shuttle/ \$2000+60+100=\$2,160.00

Hotel (300 per night; 4 nights)/ \$2400.00

Registration \$700/person/ \$1400.00

FMCSA MCSAP Planning / ITD Conference:

7 personnel *4 days*44.10 per day (per diem)/ \$1234.80

Flight (1005.71 per person) to include baggage fee and shuttle/ \$7039.97

Hotel (200 per night; 4 Nights)/ \$5600.00

FMCSA Regional Grants Training:

2 personnel *4 days*44.10 per day (per diem)/ \$352.80
 Flight (650 per person) to include baggage fee and shuttle/ \$1300
 Hotel (200 per night; 4 nights)/ \$1600.00

CVSA Annual Conference (Fall):

7 personnel *6 days*44.10 per day (per diem)/ \$1852.10
 Flight (1250 per person) to include baggage fee and shuttle/ \$8750.00
 Hotel (200 per night; 6 nights)/ \$8400.00
 Registration 700/person/ \$4900.00

CVSA Conference (Spring):

7 personnel *6 days*44.10 per day (per diem)/ \$1852.10
 Flight (1250 per person) to include baggage fee and shuttle/ \$8750.00
 Hotel (200 per night; 6 nights)/ \$8400.00
 Registration 700/person/ \$4900.00

CMV Safety Research Summit:

3 personnel *4 days*44.10 per day (per diem)/ \$529.20
 Flight (650 per person) to include baggage fee and shuttle/ \$1950.00
 Hotel (250 per night; 4 nights)/ \$3000.00

(2) State Hazardous Materials Port Check:

50 personnel *4 days*44.10 per day (per diem)/ \$8820.00
 Hotel (81 per night; 4 nights)/ \$16,200

COHMED:

3 personnel *6 days*44.10 per day (per diem) =\$793.80
 Flight (935 per person) to include baggage fee and shuttle=\$2,805.00
 Hotel (200 per night) * 6 nights= \$2,400.00
 Registration \$700/per person =\$2,100.00

NAIC:

2 personnel *8 days*44.10 per day (per diem) = 705.60
Flight (800 per person) to include baggage fee and shuttle = \$1600.00
Hotel (250 per night) = \$4,000.00

CVE Conference (Spring):

70 personnel *3 days*44.10 per day (per diem) =9,261.00

Hotel (80 per night) =16,800.00

Human Trafficking Project (Fall)

20 personnel * 2 days *44.10 (per diem)= \$2,205

Hotel (\$80 per night) = 3,200

Human Trafficking Project (Spring)

20 personnel * 2 days *44.10 (per diem)= \$2,205

Hotel (\$80 per night) = 3,200

(2) Safe Drive conference

Flights (4) (800 per person) to include baggage fee and shuttle = \$3,200.00

4 Personnel * 4 days * 44.10 (per diem) = \$705.60

Hotel (\$200 per night x3) = \$2,400.00

TBD FMCSA Events announced during grant funding years: To include flight, hotel stay, meals (44.10 per diem), and registration fees for 7 personnel. \$48,178.92

Acronyms:

Information Technology System (ITS)

Federal Motor Carrier Safety Alliance (FMCSA)

Commercial Vehicle Safety Alliance (CVSA)

CVSA North American Inspectors Championship (NAIC)

Cooperative Hazardous Materials Enforcement Development (COHMED)

ITS Conference

CVSA Data Management, Quality and FMCSA Systems Training is a four (4) day event designed to fulfill the state users' training needs on FMCSA software systems. It will be packed with hands-on training, exercises, best practices and guidance on SAFETYNET, DataQs, Portal and other FMCSA systems. The training will focus on how to manage your inspection and crash data, crash scenarios, identifying and correcting problems; streamlining your data quality and uniformity standards.

FMCSA MCSAP Planning / ITD Conference

Given the number of personnel that have vital roles and responsibilities to the successful implementation of this grant application, the personnel listed represent the number of staff that should attend the annual FMCSA (MCSAP/ITD) conference as well as the CVSA Fall and Spring conference. The personnel that attend the CVSA Fall and Spring conferences, are personnel that serve on the various committees and their attendance is imperative to votes on key legislation. The personnel that we have selected to attend are key personnel that provide critical input regarding current and future CVSA and MCSAP initiatives affecting North Carolina's Commercial Vehicle Enforcement Section.

FMCSA Regional Grants Training

This conference is to assist MCSAP grant writing personnel with program level knowledge, emphasis areas, rules, policies for each grant period. The training also includes best practices for crafting High Priority, ITD, CMV and MCSAP Basic Grants.

CVSA (Fall and Spring)

The CVSA conference is essential for MCSAP Basic admin personnel for establishing North Carolina's participation with FMCSA, industry, and state enforcement partners. This includes committee opportunities to craft uniform rules, understand emerging issues in areas of common interest, and provides networking opportunities with others involved in the industry across the nation for establishing best practices. Representation on committees benefit the agency because it allows our input regarding CVSA operational policies and provides us with a unified voice for addressing issues the states are facing involving the CMV industry.

CMV Safety Research Summit

The Safety Research Summit emphasizes FMCSA grant program partnerships with university research efforts. This includes use cases and best practices for matching government with university personnel who have interest in CMV traffic safety, with the goal improving performance-based CMV grant outcomes.

State Hazardous Materials Port Check Operation

Port Checks are large scale, concentrated, CMV/Hazardous Materials inspection-focused enforcement operations that the NCSHP hosts twice a year. These operations are usually four (4) days in duration. We conduct them around Wilmington & Morehead City. During Port Checks we partner with federal, state, and local agencies for enforcing FMCSA rules and regulations for the purpose of focusing activities on a major source of inter-modal transfer from ships to commercial vehicles.

CVSA North American Inspectors Championship (NAIC)

CVSA's NAIC is the only event that tests, recognizes and awards commercial motor vehicle inspector excellence.

Human Trafficking (Fall / Spring)

~~"CVSA's Human Trafficking Prevention Program seeks to reduce human trafficking throughout North America through coordinated enforcement and investigative and educational awareness measures within the commercial motor vehicle industry." -CVSA website~~

~~Due to Human Trafficking being a global crime and traffickers using our transportation systems, including commercial motor vehicles, NCSHP sees it imperative that the law enforcement community and industry partner up and be involved in fighting this crime. Therefore, NCSHP is partnering up with CVSA, Federal, State, and local enforcement.~~

Due to Human Trafficking being a global crime and the MCSAP CVSA's concern, NCSHP is gearing up two (2) in-state separate projects to be held in the Fall and Spring not tied to the CVSA conference. NCSHP (20 Troopers) will partner with federal, state, and local law enforcement agencies fighting this crime to educate, enforce, and deter.

CVE Conference (Spring)

The primary objective of this conference will be to gather and share current information about the MCSAP and Size & Weight programs. Representatives from Field Operations / CVE, Federal Motor Carrier Safety Administration, and NCSU / IRTE will be on hand to discuss data for current and future projects.

Cooperative Hazardous Materials Enforcement Development (COHMED)

"COHMED Conference is a focused, one-of-a-kind event for individuals and organizations involved in the regulation, enforcement and safety of transporting hazardous materials and dangerous goods." -CVSA website

Safe D.R.I.V.E. Conference (Distracted, Reckless, Impaired, high Visibility, Enforcement) is a high visibility, multi-state traffic enforcement effort on interstate corridors from North Carolina to Florida that is designed to eliminate traffic fatalities by reducing crashes involving large trucks, buses, and passenger vehicles.

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 Trailers	5	\$18,313.20	100	\$91,566.00	\$86,987.70	\$4,578.30	\$0.00
Vehicles	2	\$50,000.00	100	\$100,000.00	\$95,000.00	\$5,000.00	\$0.00
TOTAL: Equipment				\$191,566.00	\$181,987.70	\$9,578.30	\$0.00
Equipment threshold is greater than \$5,000.							

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

2 Vehicles: @ \$50,000.00 each.

Due to supply chain being limited, we are unable to provide a definite answer on the make/model of the vehicles at this time. However, the projected price is due to an increase in all make/models.

5 Post Crash Trailers: The cost of the post crash trailers will total \$91,566. The purpose is for each trailer to contain the necessary equipment that highlights the various CMV systems and triggering events that may provide data useful in a collision investigation. CMV Data Download / Heavy Vehicle Engine Data Recorder (HVEDR) and post-crash brake kit equipment will be utilized in order to obtain causative factors in CMV crashes. These trailers will be distributed among 8 regional troops (A-H). The expected usage rate is determined upon the number of collisions that will require further post-crash investigation (i.e. HVEDR, post-crash brake inspection.) The trailers will also be used for passenger-carrier inspections, and special roadside operations.

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
Creepers	70 0	\$95.00	100.0000	\$6,650.00	\$6,317.50	\$332.50	\$0.00
Office Supplies	12 0	\$81.67	100.0000	\$980.04	\$931.04	\$49.00	\$0.00
Regulation Books- Out of Service	278 0	\$37.00	100.0000	\$10,286.00	\$9,771.70	\$514.30	\$0.00
Regulation Book- FMCSR Handbook	60 0	\$17.00	100.0000	\$1,020.00	\$969.00	\$51.00	\$0.00
Regulation Book- 49CFR	30 0	\$27.00	100.0000	\$810.00	\$769.50	\$40.50	\$0.00
Toner	30 0	\$275.00	100.0000	\$8,250.00	\$7,837.50	\$412.50	\$0.00
Chocks	70 0	\$50.00	100.0000	\$3,500.00	\$3,325.00	\$175.00	\$0.00
Front Set Heavy Duty Ramps Bus Stands	8 0	\$4,196.03	100.0000	\$33,568.24	\$31,889.83	\$1,678.41	\$0.00
Rear Set Heavy Duty Ramps Bus Stands	8 0	\$5,668.32	100.0000	\$45,346.56	\$43,079.23	\$2,267.33	\$0.00
Trailer Supplies	5 0	\$13,617.34	100.0000	\$68,086.70	\$64,682.37	\$3,404.33	\$0.00
TOTAL: Supplies				\$178,497.54	\$169,572.67	\$8,924.87	\$0.00

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

Heavy Duty Ramps Bus Stands (Front Set) (8) @ \$4196.03 = \$33,568.24

Heavy Duty Ramps Bus Stands (Rear Set) (8) @ \$5,668.32 = \$45,346.56

The count of 8 sets (front and rear) will be stored in the newly purchased trailers that will be distributed among 8 regional troops (A-H).

Office Supplies: 12 months @ \$81.67/month = \$980.04 (to include paper, pens, ink, etc.)

Regulation Books:

- Out of Service: 278 @ \$37 each = \$10,286 (to support schools during the year and current troopers/sergeants in the field)
- FMCSR: 60 @ \$17 each = \$1,020 (to support schools during the year)

- HM 49 CFR: 30 @ \$27 each = \$810 (to support schools during the year)

Toner: 30 @ \$275 each = \$8,250 (which includes Auditors, Auditor Supervisors, Civilian and Sworn HQ Staff)

The equipment and cost per item, per our state approved vendor, is utilized by the Commercial Vehicle staff identified above. Multiple purchases of toner/ink are requested throughout the grant period as needed. The staff members compile multiple documents daily for correspondence to/from motor carriers.

- Toshiba T5070U (main conference area) \$85.00
- Lexmark MS312dn
- Lexmark LEX56F1H00 toner \$467.95 each
- HP 62XL (C2P07AN) Tri color ink *required for operation \$34.50 each
- HP 62XL (C2P05AN) Black ink \$31.83 each

Chocks: 70 sets @ \$50 per set to facilitate (2) schools

Creepers: 70 @ \$95 each to facilitate (2) schools

The NCSHP CVE Section facilitates two (2) schools known as CVSA Part A and CVSA Part B. The chocks and creepers will be distributed to those attending the schools along with replacements due to wear and tear for current MCSAP members.

(5) Enclosed Trailers Supplies at \$13,617.34 These following items stored inside the post-crash trailers may include, but are not limited to: a gas powered air compressor, attachment for air hose, generator, post-crash brake kit, ball/hitch lock, bus ramps, creeper(s), 2 sets metal wheel chocks, 2 5gal. gas cans, 100 ft air hoses with reel, 50ft heavy duty drop cord with reel, stand up portable LED lighting, ratchet sets/tools needed, floor jack, spare tire, lock box for keys, wheel lock (boot), coolers for hydration.

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
NCSU (ITRE)	UEI	Contract	100.0000	\$275,100.00	\$261,345.00	\$13,755.00	\$0.00
Description of Services: Research							
TOTAL: Contractual and Subaward				\$275,100.00	\$261,345.00	\$13,755.00	\$0.00

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

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

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

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

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Heavy Vehicle Annual Download License	50	\$7,500.00	100.0000	\$37,500.00	\$35,625.00	\$1,875.00	\$0.00
Maintenance Contract	10	\$7,278.97	100.0000	\$7,278.97	\$6,915.02	\$363.95	\$0.00
CVSA Membership	10	\$18,000.00	100.0000	\$18,000.00	\$17,100.00	\$900.00	\$0.00
Office Phones(Troop H)	10	\$300.00	100.0000	\$300.00	\$285.00	\$15.00	\$0.00
Lease Office Utilities	20	\$1,500.00	100.0000	\$3,000.00	\$2,850.00	\$150.00	\$0.00
Office Space for MCSAP Field Offices	10	\$35,094.00	100.0000	\$35,094.00	\$33,339.30	\$1,754.70	\$0.00
Postage, Freight and Delivery	120	\$250.00	100.0000	\$3,000.00	\$2,850.00	\$150.00	\$0.00
CVSA Decals	130000	\$0.30	100.0000	\$3,900.00	\$3,705.00	\$195.00	\$0.00
Phones	360	\$720.00	100.0000	\$25,920.00	\$24,624.00	\$1,296.00	\$0.00
Maintenance Agreement-CVE Copier	10	\$486.00	100.0000	\$486.00	\$461.70	\$24.30	\$0.00
DCI User Fees	860	\$148.00	100.0000	\$12,728.00	\$12,091.60	\$636.40	\$0.00
NCID Fees	1280	\$118.68	100.0000	\$15,191.04	\$14,431.49	\$759.55	\$0.00
Microsoft Enterprise	1280	\$245.00	100.0000	\$31,360.00	\$29,792.00	\$1,568.00	\$0.00
Air Cards	1280	\$480.00	100.0000	\$61,440.00	\$58,368.00	\$3,072.00	\$0.00
TOTAL: Other Costs				\$255,198.01	\$242,438.11	\$12,759.90	\$0.00

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

Maintenance contracts: Covers extended warranties, regularly scheduled maintenance (copiers, printers) and other maintenance agreements on equipment \$7278.97

CVSA Membership: This fee covers an organizational based membership \$18,000

NCID User Fee: \$9.89 per month/person (\$118.68 year/person)-128 personnel \$15,191.04

Microsoft Enterprise Agreement for MCSAP and New Entrant: \$245 (per person)-128 personnel \$31,360

DCI User fees: \$148/year (x 86 MCSAP Troopers): The Division of Criminal Investigation (DCI) user fees are necessary by troopers to run driver's license checks; wanted persons and NLETS. Typically, these cost have been covered by the agency, however the agency has passed these cost down to the programs/positions that they are associated with. \$12,728.

These MCSAP personnel are 100% funded.

* MS Enterprise is a complete, intelligent solution designed for large enterprises. It combines local and cloud-based apps with services including office 365, and a full suite of services for email, file storage, collaboration, and meetings (Teams).

* North Carolina Identity Management, commonly referred to as NCID, allows government employees an authentication process to certain resources and services online.

* Division of Criminal Information (DCI) allows members to conduct criminal record checks for all MCSAP sworn personnel. This system also allows access to certain criminal information files from the State Bureau of Investigation (SBI) and the Federal Bureau of Investigation (FBI)

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

Lease Office Utilities: Average \$250.00 per month for (2) leased MCSAP District Offices \$3000

Office Space for 2 MCSAP District Offices (leases vary by location), but the average lease is \$1462.25 per office per month \$35,094

Postage, Freight and Delivery: \$250/month \$3000

CVSA Decals: 13000 Decals \$0.30 each \$3900

Air Cards: 128 air cards at \$480 annually \$61,440

Phones: Headquarter Staff, New Entrant Auditors, Civilian Staff & MCSAP Sgt. (36 phones)

The grant provides monthly rent for 2 offices across the state for MCSAP personnel. These offices are on state lease. The 2 offices were listed as 1 item on the grant application, however the breakdown of offices and leases are listed in the narrative below.

MCSAP Office Spaces (yearly amounts):

- Wake county: \$24,294
- Catawba county: \$10,800

The amounts for these 2 leases total \$35,094 which is listed in the table above.

Heavy Vehicle Annual Download License: 5 computers *(\$6000.00 + \$1500=\$7500)--overall total is \$37,500.00

This hardware and software licenses are renewed on an annual basis and requires reoccurring funding to preform engine downloads on Commercial Motor Vehicles.

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	\$14,526,367.00	\$764,546.00	\$15,290,913.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$2,293,637.00
MOE Baseline:	\$335,209.20

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MOE Estimated-MCSAP Troopers	\$0.00	\$0.00	\$0.00	\$335,210.00
Social Research Specialist III	\$137,755.70	\$7,250.30	\$145,006.00	\$0.00
New Entrant Auditor	\$670,481.50	\$35,288.50	\$705,770.00	\$0.00
Operations Support Specialist	\$85,044.95	\$4,476.05	\$89,521.00	\$0.00
User Support Specialist	\$59,655.25	\$3,139.75	\$62,795.00	\$0.00
New Entrant Auditor Supervisor	\$131,886.60	\$6,941.40	\$138,828.00	\$0.00
Information Processing Assistant	\$48,497.50	\$2,552.50	\$51,050.00	\$0.00
Data Entry Operator II -MCSAP	\$37,681.75	\$1,983.25	\$39,665.00	\$0.00
Business Officer I	\$59,978.25	\$3,156.75	\$63,135.00	\$0.00
Processing Tech-MCSAP	\$51,557.45	\$2,713.55	\$54,271.00	\$0.00
Auditor-MCSAP	\$60,598.60	\$3,189.40	\$63,788.00	\$0.00
Staff Development Specialist	\$48,654.25	\$2,560.75	\$51,215.00	\$0.00
Captain	\$111,830.20	\$5,885.80	\$117,716.00	\$0.00
Lieutenant	\$101,664.25	\$5,350.75	\$107,015.00	\$0.00
First Sergeant	\$92,422.65	\$4,864.35	\$97,287.00	\$0.00
Sergeant	\$1,008,238.80	\$53,065.20	\$1,061,304.00	\$0.00
Business Officer II	\$66,307.80	\$11,692.20	\$78,000.00	\$0.00
HR Tech I	\$24,581.25	\$1,293.75	\$25,875.00	\$0.00
Accountant	\$19,550.53	\$1,028.97	\$20,579.50	\$0.00
Business Manager I	\$25,337.21	\$1,333.54	\$26,670.75	\$0.00
Data Entry Operator I-MCSAP	\$36,174.10	\$1,903.90	\$38,078.00	\$0.00
Trooper	\$6,223,310.44	\$176,637.56	\$6,399,948.00	\$0.00
Salary Subtotal	\$9,101,209.03	\$336,308.22	\$9,437,517.25	\$335,210.00
Overtime subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel total	\$9,101,209.03	\$336,308.22	\$9,437,517.25	\$335,210.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Longevity	\$348,921.73	\$61,526.14	\$410,447.87	\$0.00
Medical Benefits	\$765,614.23	\$139,836.77	\$905,451.00	\$0.00
Social Research Specialist	\$44,288.45	\$2,330.97	\$46,619.42	\$0.00
New Entrant Auditor	\$215,559.80	\$11,345.25	\$226,905.05	\$0.00
Operations Support Specialist	\$27,341.95	\$1,439.05	\$28,781.00	\$0.00
User Support Specialist	\$19,179.16	\$1,009.43	\$20,188.59	\$0.00
New Entrant Auditor Supervisor	\$42,401.54	\$2,231.66	\$44,633.20	\$0.00
Information Processing Assistant	\$15,591.94	\$820.63	\$16,412.57	\$0.00
Data Entry Operator II-MCSAP	\$12,114.68	\$637.61	\$12,752.29	\$0.00
Business Officer I	\$19,283.01	\$1,014.89	\$20,297.90	\$0.00
Processing Tech-MCSAP	\$16,575.71	\$872.41	\$17,448.12	\$0.00
Auditor-MCSAP	\$19,482.45	\$1,025.39	\$20,507.84	\$0.00
Staff Development Specialist	\$15,642.34	\$823.28	\$16,465.62	\$0.00
Business Officer II	\$23,823.15	\$1,253.85	\$25,077.00	\$0.00
Captain	\$41,544.92	\$2,186.57	\$43,731.49	\$0.00
Lieutenant	\$37,768.27	\$1,987.80	\$39,756.07	\$0.00
First Sergeant	\$34,335.01	\$1,807.11	\$36,142.12	\$0.00
Sergeant	\$374,560.71	\$19,713.72	\$394,274.43	\$0.00
Trooper	\$2,258,701.65	\$118,879.03	\$2,377,580.68	\$0.00
HR Tech I	\$7,902.87	\$415.94	\$8,318.81	\$0.00
Accountant	\$6,285.49	\$330.81	\$6,616.30	\$0.00
Business Manager I	\$8,145.91	\$428.73	\$8,574.64	\$0.00
Data Entry Operator-MCSAP	\$11,629.97	\$612.10	\$12,242.07	\$0.00
Fringe Benefits total	\$4,366,694.94	\$372,529.14	\$4,739,224.08	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Safe Drive Conference	\$11,980.64	\$630.56	\$12,611.20	\$0.00
State Hazmat Port Checks	\$23,769.00	\$1,251.00	\$25,020.00	\$0.00
NAIC	\$5,990.32	\$315.28	\$6,305.60	\$0.00
COHMED	\$7,693.86	\$404.94	\$8,098.80	\$0.00
CVE Spring Conference	\$24,757.95	\$1,303.05	\$26,061.00	\$0.00
ITS Conference	\$5,997.16	\$315.64	\$6,312.80	\$0.00
FMCSA MCSAP Planning / ITD Conference	\$13,181.06	\$693.74	\$13,874.80	\$0.00
FMCSA Regional Grants Training	\$3,090.16	\$162.64	\$3,252.80	\$0.00
CVSA Conference Fall	\$22,706.99	\$1,195.11	\$23,902.10	\$0.00
CVSA Conference Spring	\$22,706.99	\$1,195.11	\$23,902.10	\$0.00
CMV Safety Research	\$5,206.00	\$274.00	\$5,480.00	\$0.00
Human trafficking (Fall)	\$5,134.75	\$270.25	\$5,405.00	\$0.00
Human Trafficking (Spring)	\$5,134.75	\$270.25	\$5,405.00	\$0.00
TBD FMCSA events	\$45,769.97	\$2,408.95	\$48,178.92	\$0.00
Travel total	\$203,119.60	\$10,690.52	\$213,810.12	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Post Crash Trailers	\$86,987.70	\$4,578.30	\$91,566.00	\$0.00
Vehicles	\$95,000.00	\$5,000.00	\$100,000.00	\$0.00
Equipment total	\$181,987.70	\$9,578.30	\$191,566.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Creepers	\$6,317.50	\$332.50	\$6,650.00	\$0.00
Office Supplies	\$931.04	\$49.00	\$980.04	\$0.00
Regulation Books- Out of Service	\$9,771.70	\$514.30	\$10,286.00	\$0.00
Regulation Book-FMCSR Handbook	\$969.00	\$51.00	\$1,020.00	\$0.00
Regulation Book-49CFR	\$769.50	\$40.50	\$810.00	\$0.00
Toner	\$7,837.50	\$412.50	\$8,250.00	\$0.00
Chocks	\$3,325.00	\$175.00	\$3,500.00	\$0.00
Front Set Heavy Duty Ramps Bus Stands	\$31,889.83	\$1,678.41	\$33,568.24	\$0.00
Rear Set Heavy Duty Ramps Bus Stands	\$43,079.23	\$2,267.33	\$45,346.56	\$0.00
Trailer Supplies	\$64,682.37	\$3,404.33	\$68,086.70	\$0.00
Supplies total	\$169,572.67	\$8,924.87	\$178,497.54	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
NCSU (ITRE)	\$261,345.00	\$13,755.00	\$275,100.00	\$0.00
Contractual and Subaward total	\$261,345.00	\$13,755.00	\$275,100.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Heavy Vehicle Annual Download License	\$35,625.00	\$1,875.00	\$37,500.00	\$0.00
Maintenance Contract	\$6,915.02	\$363.95	\$7,278.97	\$0.00
CVSA Membership	\$17,100.00	\$900.00	\$18,000.00	\$0.00
Office Phones(Troop H)	\$285.00	\$15.00	\$300.00	\$0.00
Lease Office Utilities	\$2,850.00	\$150.00	\$3,000.00	\$0.00
Office Space for MCSAP Field Offices	\$33,339.30	\$1,754.70	\$35,094.00	\$0.00
Postage, Freight and Delivery	\$2,850.00	\$150.00	\$3,000.00	\$0.00
CVSA Decals	\$3,705.00	\$195.00	\$3,900.00	\$0.00
Phones	\$24,624.00	\$1,296.00	\$25,920.00	\$0.00
Maintenance Agreement-CVE Copier	\$461.70	\$24.30	\$486.00	\$0.00
DCI User Fees	\$12,091.60	\$636.40	\$12,728.00	\$0.00
NCID Fees	\$14,431.49	\$759.55	\$15,191.04	\$0.00
Microsoft Enterprise	\$29,792.00	\$1,568.00	\$31,360.00	\$0.00
Air Cards	\$58,368.00	\$3,072.00	\$61,440.00	\$0.00
Other Costs total	\$242,438.11	\$12,759.90	\$255,198.01	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$14,526,367.05	\$764,545.95	\$15,290,913.00	\$335,210.00
Total Costs Budgeted	\$14,526,367.05	\$764,545.95	\$15,290,913.00	\$335,210.00

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	\$14,526,367.00	\$764,546.00	\$15,290,913.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$2,293,637.00
MOE Baseline:	\$335,209.20

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$9,101,209.03	\$336,308.22	\$9,437,517.25	\$335,210.00
Overtime Subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel Total	\$9,101,209.03	\$336,308.22	\$9,437,517.25	\$335,210.00
Fringe Benefits Total	\$4,366,694.94	\$372,529.14	\$4,739,224.08	\$0.00
Travel Total	\$203,119.60	\$10,690.52	\$213,810.12	\$0.00
Equipment Total	\$181,987.70	\$9,578.30	\$191,566.00	\$0.00
Supplies Total	\$169,572.67	\$8,924.87	\$178,497.54	\$0.00
Contractual and Subaward Total	\$261,345.00	\$13,755.00	\$275,100.00	\$0.00
Other Costs Total	\$242,438.11	\$12,759.90	\$255,198.01	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$14,526,367.05	\$764,545.95	\$15,290,913.00	\$335,210.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$14,526,367.05	\$764,545.95	\$15,290,913.00	\$335,210.00

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? Eddie M. Buffaloe, Jr.
2. What is this person's title? Secretary
3. Who is your Governor's highway safety representative? Mark M. Ezzell
4. What is this person's title? Director

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

- Yes
- Yes, uploaded certification document
- No

State Certification declaration:

I, Eddie M. Buffaloe, Jr. , Secretary, on behalf of the State of NORTH CAROLINA, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

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

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

1. What is the name of your certifying State official? Eddie M. Buffaloe, Jr.
2. What is the title of your certifying State official? Secretary
3. What are the phone # and email address of your State official? 919-733-2126 eddie.buffaloe@ncdps.gov

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

- Yes
- Yes, uploaded certification document
- No

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

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

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

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

Yes No

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

Yes No

FY 2022 Certification of MCSAP Conformance (State Certification)

I (Eddie M. Buffaloe, Jr.), (Secretary), on behalf of the State (or Commonwealth) of (North Carolina), as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has designated (North Carolina State Highway Patrol) as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and (FMCSA) to perform defined functions under the CVSP.
2. The State has assumed responsibility for and adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
3. The State will cooperate in the enforcement of financial responsibility requirements under 49 C.F.R. part 387.
4. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C §§ 13902 and 31134 by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
5. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved.
6. The Lead State Agency and any subrecipient of MCSAP funds have the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
7. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
8. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
9. The State will maintain the maintenance of effort required under 49 C.F.R. § 350.225.
10. The State requires that all reports required in the CVSP be available to FMCSA upon request, meets the reporting requirements, and uses the forms for recordkeeping, inspections, and investigations that FMCSA prescribes.
11. The State implements performance-based activities, including deployment and maintenance of technology, to enhance the efficiency and effectiveness of CMV safety programs.

12. The State dedicates sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data are collected and reported, and to ensure the State's participation in a national motor carrier safety data correction system prescribed by FMCSA.
13. The State will ensure that the Lead State Agency will coordinate the CVSP, data collection, and information systems with the State highway safety improvement program under 23 U.S.C. § 148(c).
14. The State will ensure participation in information technology and data systems as required by FMCSA for jurisdictions receiving MCSAP funding.
15. The State will ensure that information is exchanged with other States in a timely manner.
16. The laws of the State provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
17. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
18. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
19. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
20. The State will address activities in support of the national program elements listed in 49 C.F.R. § 350.203.
21. The State will ensure that detection of criminal activities and CMV size and weight enforcement activities described in 49 C.F.R. § 350.227(b) funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
22. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
23. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
24. The State has in effect a requirement that registrants of CMVS demonstrate their knowledge of the applicable FMCSRs, HMRs, or compatible State laws, regulations, standards, and orders on CMV safety.

25. The State will transmit to its roadside inspectors at the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 C.F.R. §§ 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
26. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. §31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
27. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. §31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
28. The State will ensure that it cooperates in the enforcement of hazardous materials safety permits issued under subpart E of part 385 of this subchapter by verifying possession of the permit when required while conducting vehicle inspections and investigations, as applicable.
29. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
30. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 C.F.R. subpart D.

Date 8.11.2022

Signature 

Eddie M. Buffaloe, Jr., Secretary NC Department of Public Safety

Annual Review of Laws, Regulations, Policies and Compatibility Certification

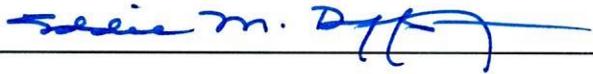
I, **(Eddie M. Buffaloe, Jr., Secretary Department of Public Safety)**, on behalf of the State of **(North Carolina)** have the authority to make the following certification on behalf of the State. I certify that the State has conducted the annual review required by 49 C.F.R. section 350.303 of its laws, regulations, standards, and orders on commercial motor vehicle (CMV) safety and that the State's safety laws, regulations, standards, and orders on CMV safety are compatible with the Federal Motor Carrier Safety Regulations (49 C.F.R. parts 390, 391, 392, 393, 395, 396, and 397) and the Hazardous Material Regulations (49 C.F.R. parts 107 (subparts F and G only), 171-173, 177, 178, and 180), 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, regulations, standards, and orders on CMV safety that:

- (1) As applicable to interstate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) If in addition to or more stringent than the FMCSRs, have a safety benefit, do not unreasonably frustrate the Federal goal of uniformity, and do not cause an unreasonable burden on interstate commerce when enforced;
- (2) As applicable to intrastate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) Fall within the limited variances from the FMCSRs allowed under 49 C.F.R. sections 350.305 or 350.307; and
- (3) As applicable to interstate and intrastate commerce involving the movement of hazardous materials, are identical to the HMRs.

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

(Enter information on any exceptions to the above certification here)

Signature of Certifying Official: 

Title of Certifying Official: Secretary NC Department of Public Safety

Date of Certification: 8-11-2022