



MISSISSIPPI

Commercial Vehicle Safety Plan

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

Fiscal Years 2024 - 2026

Date of Approval: July 30, 2024

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year 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 2024 - 2026)
- Part 2: Crash Reduction and National Program Elements (FY 2024 - 2026)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2024 - 2026)
- Part 4: Financial Information (FY 2024)
- Part 5: Certifications and Documents (FY 2024)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit either a 3-year plan or an Annual Update. 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 2024:

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 if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If **"Yes"** is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If **"No"** is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2023 plans. States must carefully review and update this information to reflect FY 2024 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading **"FY 2024 Update"**. Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

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

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

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

Part 1 Section 2 - Mission/Goal Statement**Instructions:**

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

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

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

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

The Mississippi Department of Public Safety is the designated lead agency for the Motor Carrier Safety Assistance Program (MCSAP). The Motor Carrier Safety Division is a comprehensive commercial motor vehicle enforcement agency. The MCSD has requested thirty (30) Motor Carrier Trooper/Inspectors (18 current, 12 vacancies requested to be filled) trained to conduct Driver/Vehicle Safety Inspections in accordance with the Northern American Standard Inspection Procedures.

As of July 1, 2021, the former MDOT enforcement unit was placed under the auspices of the MS Department of Public Safety and is now the DPS Commercial Transportation Enforcement Division (CTED). The MCSD Trooper Division and the MDPS CTED currently function as separate entities. The MS Department of Public Safety is the lead agency. Currently there are approximately 109 law enforcement agents with CTED who will continue assisting with roadside inspections. The MCSD trooper division and CTED will perform activities in accordance with the standards and procedures approved by the FMCSA as they relate to the performance of vehicle and driver inspections, the placement of vehicles and drivers out of service, and any other requirements imposed through law or regulations pertaining to activities funded through the MCSAP.

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

The MDPS has a drug interdiction program (Criminal Patrol Unit) consisting of eighteen troopers including five canines and handlers and one supervisor who have received training from the

NTC in Drug Interdiction. MCSD Trooper/Inspectors (law enforcement certified) received DUI standardized field sobriety training and drug recognition training during patrol school. Several troopers have received advanced training in drug and narcotics awareness.

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

As of October 2023, the Motor Carrier Safety Division has 18 MCSD certified inspectors, with 12 inspector vacancies requested to be filled for a total of 30 inspectors. There are seven (7) non-MCSAP troopers that are certified in Part A and Part B that conduct inspections as well. Currently there is one full time compliance review officer and one inspector that are cross trained to conduct compliance reviews. MCSD has three full time New Entrant auditors, and three cross trained NE part time inspectors conducting audits.

MCSD has three full time New Entrant auditors, and three cross trained NE part time inspectors conducting audits. The MCSD is currently in the process of creating a New Entrant Task Force Team that will consist of the six above mentioned NE auditors and **ten (10) 100% CTED inspectors paid by MCSAP funding** that will be trained and certified to conduct NE audits. The New Entrant Task Force Team will be divided into three regions: Northern, Central, and Southern Regions. The NE Task Force will conduct monthly on-site audits throughout the state. The ten (10) CTED auditors will be assigned to the Motor Carrier Safety Unit and will be supervised by the full time MCSD auditors and Captain of the Motor Carrier Safety Division.

The MCSD will submit a training plan for our upcoming training needs for FY 24 to the National Training Center. CTED has 109 full time inspectors that conduct CMV inspections as well through a Memorandum of Understanding. Additional non MCSAP troopers will receive training in MCSD Basic Training Parts A & B to assist with callback CMV enforcement details throughout the state. Any new MCSD troopers that will be hired will also need to be trained.

Part 1 Section 4 - MCSAP Structure

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 activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	MS DEPARTMENT OF PUBLIC SAFETY
Enter total number of personnel participating in MCSAP activities	160
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	146
Traffic Enforcement Activities	37
Investigations*	18
Public Education and Awareness	5
Data Collection and Reporting	160
* 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 2024 - 2026 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

*For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.*

- **MCSAP Performance Dashboard** – States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.

It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- **Activity Dashboard** – This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.

Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.
- States can also use internal State data sources.

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Part 2 Section 2 - CMV Crash Reduction

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

Trend Analysis for 2018 - 2022

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 **Number of 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 **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.
 - In the **Actual Outcome column**, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

ALL CMV CRASHES

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

Goal measurement as defined by your State: Other

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

Total Large truck and bus crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	132	1354	1644
01/01/2020	12/31/2020	71	1607	1644
01/01/2019	12/31/2019	104	1657	1506
01/01/2018	12/31/2018	109	1708	1438
01/01/2017	12/31/2017	109	1720	1430

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	5	119	93
01/01/2020	12/31/2020	4	120	117
01/01/2019	12/31/2019	3	123	134
01/01/2018	12/31/2018	7	129	126
01/01/2017	12/31/2017	9	120	129

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	0	0	0
01/01/2021	12/31/2021	0	0	0
01/01/2020	12/31/2020	0	0	0
01/01/2019	12/31/2019	0	0	0
01/01/2018	12/31/2018	0	0	0

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

A & I FMCSA as of August 4, 2023

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

NARRATIVE:

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

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

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

During FY 2024, the MCSD will focus on the top five CMV crash counties, which include Hinds, Rankin, Desoto, Harrison, and Jackson. These five counties comprise three high crash corridors: (1) Harrison and Jackson Counties I-10, (2) Hind and Rankin Counties I-20, and (3) Desoto County I-55. Targeted traffic enforcement efforts will focus on unsafe driving by CMVs and non-CMV's operating unsafely in proximity to CMVs. The focus will remain on these high crash corridors for high visibility traffic enforcement to successfully decrease the number of large truck crashes. In 2021, these five counties accounted for approximately 27% of the total CMV crashes in the state. Mississippi has a total of 82 counties.

The FY 2024-2026 eCVSP will take a two pronged approach to address the state and national CMV traffic safety issues. MCSD focuses on high crash corridor enforcement in specific counties continually recording higher number of CMV crashes. Other areas of the state require a broader approach that includes public education. A tremendous number of large trucks and buses pass through this state every day. The MCSD will strive to make Mississippi roads and highways a safer place for trucks, buses, and the motoring public.

Narrative Overview for FY 2024 - 2026

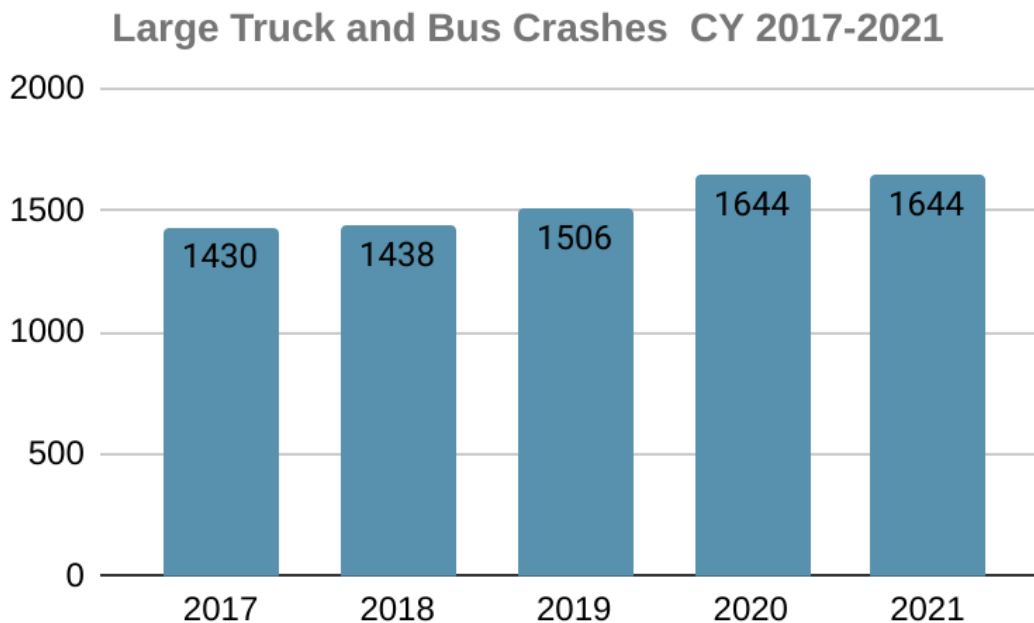
Instructions:

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

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

Problem Statement:

Mississippi has seen an increase in CMV traffic crashes with both large trucks and passenger carriers utilizing consistent high visibility enforcement and a paid media campaign. Over the past five years, CMV crashes have increased from 1430 in 2017 to 1644 in 2021. The chart below depicts an upward trend, with a 15% increase in CMV crash involvement from CY 2017 to CY 2021.



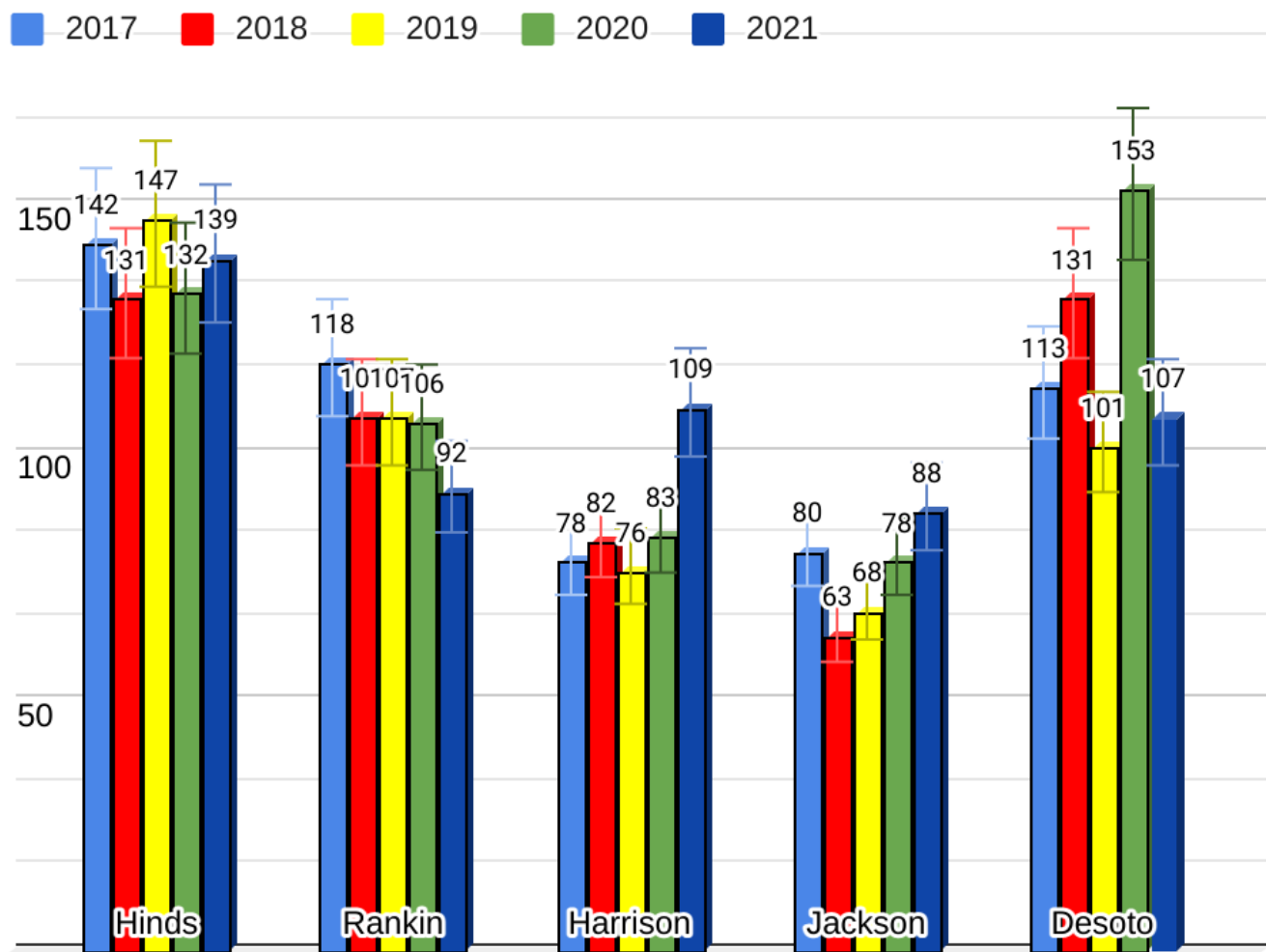
The Mississippi Commercial Motor Vehicle Crash Reduction Plan will continue with the two-pronged approach in FY 2024, FY 2025, and FY 2026, which includes high visibility and public education to address the increase in CMV crashes statewide. MCSO will continue to conduct high visibility CMV traffic enforcement on the targeted counties, corridors and municipalities where the data show a high occurrence of CMV fatalities and crashes. Expansion statewide for CMV traffic enforcement in rural areas and work zones will continue in FY 24.

Crash Reduction Goal: Mississippi will aim to reduce CMV crashes statewide by 15% over the next three years, from 1644 in FY 2021 to 1559 in CY 2024, 1481 in CY 2025, and 1403 in CY 2026. The MCSO will continue to focus strong enforcement efforts in the top five CMV crash counties, in and around work zones, and on rural roads.

In CY 2021, the top five counties for large truck fatal and nonfatal crashes were Hinds, Desoto, Rankin, Harrison, and Jackson. Chart 1 below depicts the five-year trend analysis from 2017-2021.

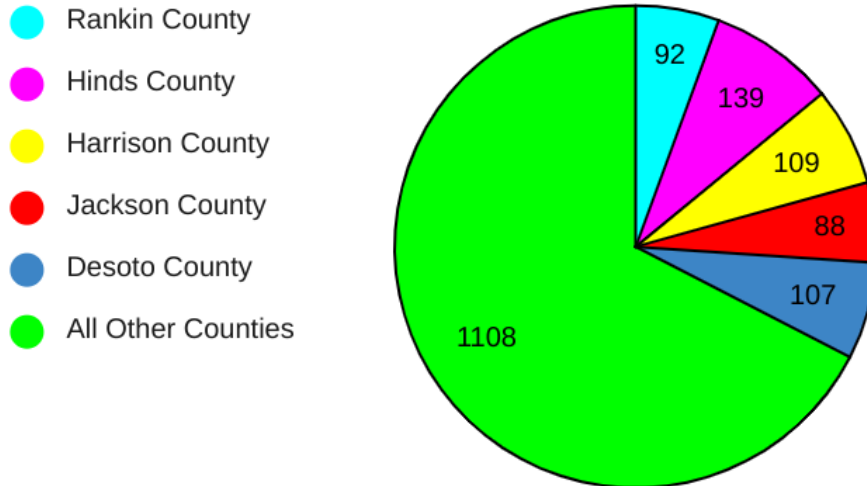
Data from 2022 is not yet complete to accurately reflect the current trend. Rankin County's fatal and non-fatal truck crashes decreased from 106 in 2020 to 92 during 2021. Hinds County crashes increased, with 132 crashes in 2020 to 139 in 2021. Rankin and Hinds Counties border each other with approximately 15-20 miles of Interstate I-20 in incorporated areas with high CMV traffic. Desoto County's CMV large truck crash numbers decreased from 153 crashes in 2020 to 107 in 2021, with 15 miles of Interstate I-55. Efforts to reduce CMV crashes along the high crash corridors in the Central and Northern Regions have produced a reduction in crashes. Harrison County CMV crashes increased from 83 in 2020 to 109 in 2021. Harrison County is a high tourism area with numerous casinos and tourist destinations. Traffic enforcement efforts are key to reducing CMV crashes along I-10. Jackson County CMV crashes increased from 78 in 2020 to 88 in 2021. (Data Source: A & I Mapping Tool February 22, 2023) Data for CY 2022 is not yet complete and reporting current numbers would not address the actual trend.

CY 2017-2021 CMV Large Truck Crashes in Top Five Counties



In FY 2024, the MCSDD will focus on the top five CMV crash counties, which include Hinds, Rankin, Desoto, Harrison, and Jackson. These five counties comprise three high crash corridors: (1) Harrison and Jackson Counties I-10, (2) Hinds and Rankin Counties I-20, and (3) Desoto County I-55. Targeted traffic enforcement efforts will focus on unsafe driving by CMVs and non-CMV operating unsafely in proximity to CMVs. The focus will remain on these high crash corridors for high visibility traffic enforcement to successfully decrease the number of large truck crashes. In 2021, these five counties accounted for approximately 32% of the 1644 total CMV crashes in the state. Mississippi has a total of 82 counties.

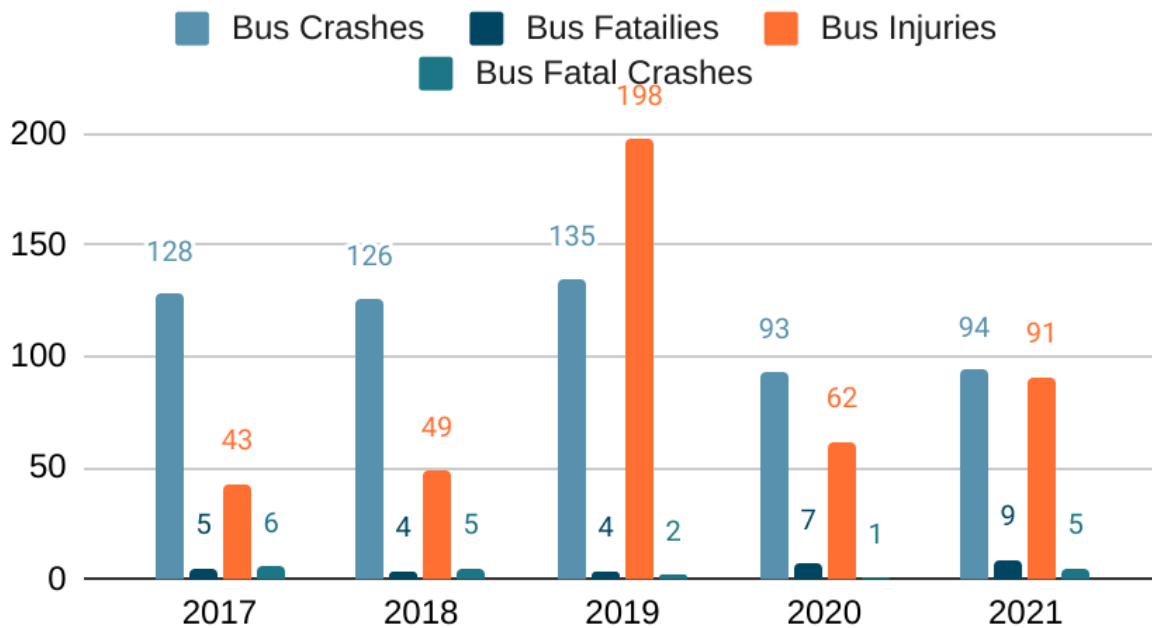
FY 2021 High CMV Crash Counties



Performance Objective: MCSD will reduce the number of passenger carrier crashes by 15% over the next three years by 5% per year. Bus crashes will be reduced from 92 in CY 21 to 87 in CY 2024, 82 in CY 2025, and 78 in CY 2026.

CMV Passenger Carrier/Bus Safety and crash reduction will continue to be a state and national priority in FY 2024-2026. The chart below depicts the trend in CMV crashes in the state. In 2017, there were 128 bus crashes, 126 bus crashes in 2018, and in 2019, there is an increase in bus crashes to 135. Bus crashes decreased significantly in CY 20 and 21 to 93 for CY 20 and 94 for CY 21 (Data sources: 8/1/23; A&I On-Line, MCMIS and FARS)

CY 2017-2021 Bus Crashes, Bus Fatalities, Bus Injuries and Bus Fatal Crashes



In FY 2024-2026, the MCSD plans to concentrate on passenger carriers as part of the commercial vehicle safety plan. Mississippi has a large concentration of bus traffic in the northern and coastal regions of the state. Casinos in Harrison, Hancock, Neshoba, and Tunica Counties attract a large number of tour buses in the state, resulting in higher numbers of bus crashes. MCSD plans to increase inspection efforts in the high traffic areas within the state for FY 2024-2026. At least one bus inspection strike-force detail per quarter or four per year will be performed throughout FY 2024-2026. These activities will include Federal and MCSD efforts. (Data sources: Data Snapshot as of August 1, 2023, A&I On-Line, MCMIS and FARS)

HAZARDOUS MATERIAL INSPECTIONS FOR FY 2017- 2021

Fatalities remain at zero in 2021 for HM crashes. This low fatality rate is due to the fact that Mississippi has worked diligently to *reduce* the number of HM transport crashes by steadily *increasing* the number of HM inspections over the past five years. In FY 2022, MCSD conducted 62,413 roadside inspections, with 3672 HM vehicle inspections. To further reduce the number of HM transport crashes and maintain HM fatalities at zero, the MCSD will increase the number of HM inspections by 3% per year, for a total of 9% by 2026.

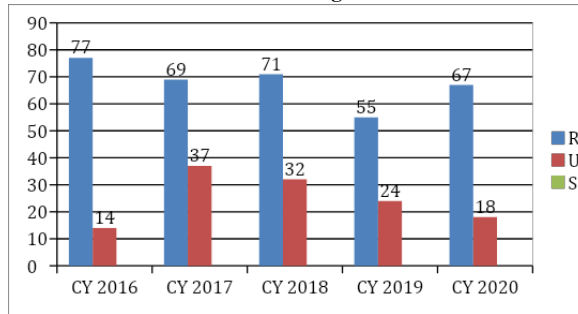
Performance Objective: MCSD will increase HM inspections by 9% over the next three years, from 3672 in FY 2022 to 3865 in FY 2024, 4058 in FY 2025, and 4251 in FY 2026.

Rural Roads:

The Mississippi Highway System consists of slightly over 74,000 miles of roads and streets. Of these miles, 64,000 miles are located in rural areas, and 10,000 miles are in urban areas. Rural road mileage accounts for 85% of total road miles and 70% of miles traveled by system in the rural and urban areas. According to a recent study, Mississippi's rural roads are ranked some of the worst in the nation. The findings by TRIP, a national transportation research group, lists Mississippi tied with New Mexico for fifth among the 50 states. The poor conditions of Mississippi roads and high numbers of

traffic crashes have been associated with the heavy CMV traffic that travels through the state daily. Fatal Crashes on rural roads in Mississippi are shown on the graph below.

Chart 7: Urban vs. Rural Fatal Crashes for Large Trucks and Buses 2016-2020



During FY 2024- FY 2026, the MCSD will focus on roads designated as rural in the top five CMV crash counties, which include Hinds, Rankin, Desoto, Harrison, and Jackson. These five counties comprise three high crash corridors: (1) Harrison and Jackson Counties 1-10, (2) Hinds, Rankin Counties 1-20, and (3) Desoto County I-55. The focus will remain on these high crash corridors for high visibility traffic enforcement in order to successfully decrease the number of large truck crashes. Mississippi has a total of 82 counties.

During FY 24-26, the MCSD will utilize overtime and fringe to expand the MCAP Rural Roads Initiative statewide, focusing on problem areas and conducting details on rural interstates and highways as issues with high CMV crashes become apparent. Rural road details are currently being conducted in Union, Tate, Panola, Itawamba, Carroll, and Lee Counties and will continue to be expanded to other districts in the state. Additional non motor carrier troopers will assist in these details to provide extensive expansion to CMV traffic enforcement efforts with overtime on scheduled days off, with MCSD troopers focusing on CMV violations and inspections. The Mississippi Highway Patrol plans to certify an additional 25 troopers in motor carrier in the near future to assist the MCSD unit in its efforts to reduce the continued increase in CMV crashes in the state.

Objectives:

- During FY 24, MCSD troopers will make at least six CMV contacts every eight hours during MCAP details in the high risk CMV crash corridors identified.
- During FY 24, MCSD troopers will conduct at least 60 traffic enforcement details in CMV high crash corridors, working eight-hour shifts.
- During FY 24, MCSD troopers will conduct one bus detail per region per quarter.
- During FY 24, MCSD troopers will conduct high visibility traffic enforcement in the high crash corridor work zones.

Performance Objective:

- **To decrease commercial motor vehicle crashes in the high crash corridor areas of**
- **Desoto, Harrison, Hinds, Jackson and Rankin Counties by 5%, from 483 during 459 by the end of the 2024.**

- To decrease commercial motor vehicle crashes on rural roads in the northern, southern and central districts by 15% in FY 24-26.
- During FY 24, the MCSD as well as the Mississippi Highway Safety Patrol will utilize extra overtime to expand the rural roads cmv traffic enforcement on rural roads, interstates, and highways.
- In FY 2024-26, MCAP troopers will conduct a minumum of 2 rural roads details per month in each of the nine districts where high cmv crashes are continuing, working eight hour shifts with at least 8 troopers working.
- The MCSD will work to reduce the number of serious CMV crashes, especially in and around work zones by 15% in CY 2024.
- During FY 24, MCSD troopers will make at least six CMV contacts every eight hours during MCAP details in the high risk CMV crash corridors identified.
- During FY 24, MCSD troopers will conduct at least 60 traffic enforcement details in CMV high crash corridors, working eight-hour shifts.
- During FY 24, MCSD troopers will conduct one bus detail per region per quarter.
- During FY 24, MCSD troopers will conduct high visibility traffic enforcement in the high crash corridor work zones.

Enter the data source and capture date:

A & I July 14, 2023

Projected Goal for FY 2024 - 2026:

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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2024	1559
2025	1481
2026	1403

Mississippi will aim to reduce serious CMV crashes statewide by 15% over the next three years, 5% in CY 2024, 5% in FY 2025, and 5% in FY 2026. Using the baseline of FY 2021 of 1644, a 15% reduction would be 1403 CMV crashes by the end of 2026.

Program Activities for FY 2024 - 2026: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

FY 2024-2026 Program Activities

The MCSD traffic enforcement program focuses on inspections of CMVs that have been stopped due to traffic violations. The program also focuses on non-CMV vehicles that have committed traffic violations within close proximity of a CMV. MCSD will focus on rural road CMV traffic during FY 2024-26 as well.

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

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

MCSD and MHSP troopers shall schedule monthly traffic enforcement details that focus on non-CMV drivers committing traffic violations in close proximity of a CMV. MCSD troopers along with MHSP troopers on their scheduled days off will utilize overtime to conduct saturation details in high crash corridors and rural roads identified through analysis of data available through A&I Online and State crash records focusing efforts on CMV traffic enforcement and inspections. Based on the monthly inspection tracking numbers, MCSD will make needed adjustments to enforcement detail locations and/or the number of troopers participating in details. Based on the types of violations being issued, MCSD will be able to identify specific violation types to watch for and/or to focus efforts on. MCSD will analyze the data collected through enforcement details to determine the effectiveness of this strategy, adjustments to the strategy will be made as deemed necessary. A reduction in serious CMV crashes by 15% is achievable with the addition of the non MCSD troopers, extra details utilizing both MCSD and non MCSD troopers, and overtime details concentrating on traffic enforcement around CMVs.

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

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

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

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

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2024 - 2026. 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 2018 - 2022

Inspection Types	2018	2019	2020	2021	2022
Level 1: Full	14524	14105	12126	14458	13785
Level 2: Walk-Around	30785	32032	25743	28069	32553
Level 3: Driver-Only	13085	6794	4172	9196	15922
Level 4: Special Inspections	34	11	63	48	7
Level 5: Vehicle-Only	289	127	115	141	145
Level 6: Radioactive Materials	0	1	0	0	0
Total	58717	53070	42219	51912	62412

Narrative Overview for FY 2024 - 2026

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.

Aspen

Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

For FY 2024-2026, the MCSD (trooper division) will work with the MSDPS Commercial Transportation Enforcement Division (CTED) to complete driver/vehicle inspections statewide. These formerly two agencies are now operating as one Lead agency (DPS) and the projected inspections have been adjusted to include all DPS motor carrier law enforcement. MCSD roadside inspectors will continue to use ISS and Query Central with CSA improvements to highlight carriers and drivers who are deficient in the BASICS and target those areas during inspections. All OOS carriers will be run through the Query and will not be allowed to proceed.

To determine locations for inspections, MCSD will continue to focus on the high crash corridors as discussed in the problem statement. Extra details will be worked in the high crash counties of Rankin, Desoto, Hinds, Harrison, and Jackson. MCSD conducts Level 1-3 inspections in these counties, and will conduct additional Level 3 inspections to ensure drivers are in compliance with all regulations and have operating authority. MCSD conducted on average 5200 roadside inspections per month during CY 2022. These inspection rose steadily from FY 20 and FY 21 after the worldwide Covid 19 pandemic, when inspection numbers dropped dramatically to a low of 42,219 in FY 2020.

The MCSD unit is always on the lookout for possible human trafficking incidents and conducts drug interdiction as part of their duties. The Department of Public Safety has a human trafficking

enforcement unit in the MS Bureau of Investigation, consisting of 4 full time MBI agents assigned specifically to reduce human trafficking in Mississippi. The unit also has a full time coordinator. If human trafficking is suspected, the MBI unit will be contacted by MCSD and all MHSP as per DPS protocol. Future training plans include updated human trafficking training for all troopers in the state. The CDL Division is assisting with human trafficking training currently.

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

Performance Goal: MCSD plans to conduct at least 66,270 inspections for FY 2024, 66,500 for FY 2025, and 66,000 for FY 2026. During FY 2024-2026, Level 5 inspections will be restricted to requests from FMCSA during a motor carrier strike force or during a compliance review. MCSD inspectors may conduct Level 5 inspections during May and June in order to meet the minimum CVSA requirements of eight per inspector per year.

Performance Measure: To conduct at least 16,568 inspections per quarter, utilizing MHP troopers, the Commercial Transportation Enforcement Division (CTED), and 2 Compliance Review Officers.

Projected Goals for FY 2024 - 2026

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2024 - 2026. For FY 2024, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

Lead Agency is: MS DEPARTMENT OF PUBLIC SAFETY

Enter the total number of certified personnel in the Lead agency: 160

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	17287	2137	450	19874	29.99%
Level 2: Walk-Around	21796	1300	136	23232	35.06%
Level 3: Driver-Only	21520	983	351	22854	34.49%
Level 4: Special Inspections	15	1	1	17	0.03%
Level 5: Vehicle-Only	164	16	113	293	0.44%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	60782	4437	1051	66270	

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 2024 - 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 Subrecipients	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 2024:	0

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
MCSAP Lead Agency: MS DEPARTMENT OF PUBLIC SAFETY					
# certified personnel: 160					
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	17287	2137	450	19874	29.99%
Level 2: Walk-Around	21796	1300	136	23232	35.06%
Level 3: Driver-Only	21520	983	351	22854	34.49%
Level 4: Special Inspections	15	1	1	17	0.03%
Level 5: Vehicle-Only	164	16	113	293	0.44%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	60782	4437	1051	66270	

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 2025 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	66500	0	0	66500
Enter total number of certified personnel	170	0	0	170
Projected Goals for FY 2026 Roadside Inspections				
Enter total number of projected inspections	66000	0	0	66000
Enter total number of certified personnel	170	0	0	170

Part 2 Section 4 - Investigations

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

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

Trend Analysis for 2018 - 2022

Investigative Types - Interstate	2018	2019	2020	2021	2022
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	4	0	0	0	0
CSA Off-Site	0	0	41	64	58
CSA On-Site Focused/Focused CR	89	82	13	2	3
CSA On-Site Comprehensive	21	25	4	0	0
Total Investigations	114	107	58	66	61
Total Security Contact Reviews	1	3	0	0	0
Total Terminal Investigations	1	1	3	3	0

Investigative Types - Intrastate	2018	2019	2020	2021	2022
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	1	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	1	0	0
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2024 - 2026**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 2024 - 2026

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2024 - 2026.

Projected Goals for FY 2024 - 2026 - Investigations						
Investigation Type	FY 2024		FY 2025		FY 2026	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	1	0	1	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	117	0	125	0	125	0
CSA On-Site Focused/Focused CR	3	0	3	0	3	0
CSA On-Site Comprehensive	0	0	0	0	0	0
Total Investigations	120	0	129	0	129	0
Total Security Contact Reviews	1	0	1	0	1	0
Total Terminal Investigations	1	0	1	0	1	0

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

The numbers provided in the charts reflect Fiscal Year Data.

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

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

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

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

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

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

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

PERFORMANCE MEASURE: MCSD will conduct 120 interstate compliance investigations in FY 2024, 129 in 2025, and 129 in 2026.

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

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

Part 2 Section 5 - Traffic Enforcement

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 2018 - 2022

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		
10/01/2022	09/30/2023	14716	10366
10/01/2021	09/30/2022	9433	5117
10/01/2020	09/30/2021	6994	3475
10/01/2019	09/30/2020	3319	2127
10/01/2018	09/30/2019	4147	2307

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

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

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

November 1, 2023 A & I; Daily Activity Report MHSP annual reports

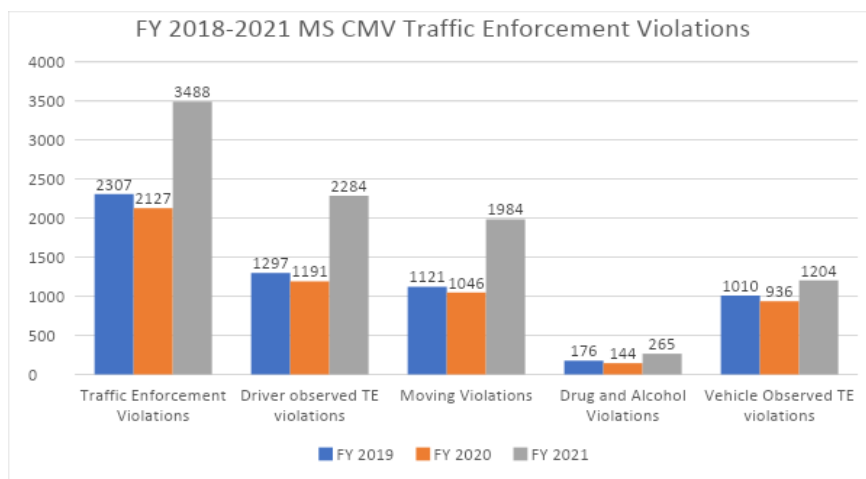
Narrative Overview for FY 2024 - 2026

Instructions:

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic

enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

The MCSD traffic enforcement program focuses on inspections of CMVs that have been stopped due to traffic violations. The program also focuses on non-CMV vehicles that have committed traffic violations within close proximity of a CMV. Performance Objective: Increase the total number of inspections derived from traffic enforcement activities. During FY 19 MCSD conducted 4147 inspections in conjunction with traffic enforcement activities, 3319 in FY 2020, 6994 in FY 2021 and 9438 in FY 2022. Traffic Enforcement violations for FY 23 (Not Shown in Chart) are projected to be 14,716.



For FY 2024-2026, MCSD proposes to increase the total number of CMV inspections derived from traffic enforcement by at least 9%, from 14,716 in FY 2023 to 15,158 in FY 2024, 15,612 in FY 2025 and 16,080 in 2026. Data to date show an average of 2400 traffic citations per quarter, a marked increase due to additional overtime and non MCSD troopers assisting in MCSD traffic enforcement details. Traffic enforcement with or without inspection by the MCSD and non- MCSD troopers will focus on driver behavior to include speeding, work zone speeding and safety, impaired driving, distracted driving, cell phone usage, and texting while driving. The MCSD also focuses on seat belt usage, CMV driver fatigue, prohibited operations, and DACH and Federal OOS violations. This information is updated into the Daily Activity Report and can be accessed as needed to provide information for quarterly reporting.

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

Overall, 160 FTE MCSD law enforcement spend approximately 10% of their time on traffic enforcement without inspection, 25% traffic enforcement with inspection, 60% inspections during roadside inspections, details and scale houses, and 5% outreach in their respective counties. Two compliance review officers are 100% dedicated to compliance review.

MCSD will develop a schedule of monthly traffic enforcement details focusing on CMVs committing traffic violations. Additional details will be conducted in areas that receive complaints or

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

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

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

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

Projected Goals for FY 2024 - 2026

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2024 - 2026. 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 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	15158	15612	16080
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	1625	1700	1800
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	1000	1200	1400
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	5142	5500	5500

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

The table below displays the information you input into this CVSP from the roadside inspections (including border inspections, if applicable), investigations, and new entrant safety audit sections. The sum of your planned activities must equal or exceed the average number of 2014/2015 activities to be eligible to utilize Federal funding for Non-CMV traffic enforcement.

FY 2024 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2024 Activities	Average 2014/15 Activities
66270	120	950	67340	67336

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

Performance Objective:

- **MCSD proposes to increase the number of CMV traffic enforcement with inspection by at least 9% in FY 2024-2026.**
-
- FY 2024-2026, MCSD proposes to increase the total number of CMV inspections derived from traffic enforcement by at least 9%, from 14,716 in FY 2023 to 15,158 in FY 2024, 15,612 in FY 2025 and 16,080 in 2026.
- The monthly inspection tracking numbers will be followed closely, and MCSD will make needed adjustments to enforcement detail locations and to the number of troopers participating in details. Based on the types of violations being issued, MCSD will be able to identify specific violations which need extra focus and enforcement. Data from enforcement details will be used to identify the effectiveness of the enforcement strategies. Traffic enforcement with or without inspection by the MCSD and non- MCSD troopers will focus on driver behavior to include speeding, work zone speeding and safety, impaired driving, distracted driving, cell phone usage, and texting while driving. The MCSD also focuses on seat belt usage, CMV driver fatigue, prohibited operations, and DACH and Federal OOS violations.
-

Part 2 Section 6 - Safety Technology

This section covers two of FMCSA's safety technology programs:

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. **All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.**

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Bipartisan Infrastructure Law (BIL), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

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, specific details must be included both in this section and in your Part 4 Spending Plan.

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

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

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

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

Narrative Overview for FY 2024 - 2026

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

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

Program Activities for FY 2024 - 2026: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

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

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM progress (e.g., including quarterly SF-PPR reporting).

All reporting activity is completed by the MS State Tax Commission.

Part 2 Section 7 - Public Education and Outreach

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 2018 - 2022

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

Public Education and Outreach Activities	2018	2019	2020	2021	2022
Carrier Safety Talks	13	8	10	12	14
CMV Safety Belt Education and Outreach	1	0	1	0	0
State Trucking Association Meetings	2	1	0	0	1
State-Sponsored Outreach Events	3	2	0	1	0
Local Educational Safety Events	1	1	0	1	2
Teen Safety Events	3	0	0	0	0

Narrative Overview for FY 2024 - 2026

Performance Objective: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safety initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

Performance Objective: MCSD will maintain the safety awareness of the motoring public, motor carriers, and drivers through public education and outreach activities by conducting at least 16 carrier safety talks, safety demonstrations, state and local outreach events in FY 2024, 18 in FY 2025 and at least 20 events in FY 2026.

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

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

MCSD will reach out to civic groups, industry and the general public on CMV traffic safety issues including passenger transport safety. MCSD will also advise local law enforcement agencies of special emphasis and offer assistance on CMV matters. MCSD will coordinate with the Governor's Office of Highway Safety to participate in teen initiatives and local safety fairs upon request. MCSD will participate in the State Prosecutors Training upon request. The Mississippi Highway Patrol's Motor Carrier Unit (MCU), with the assistance of the Department of Public Safety's Public Affairs Division (PAD), has developed an extensive outreach program

entitled Troopers and Truckers, utilizing coordinated strategies to deliver a strong enforcement message, which includes work zone safety, to the largest number of motorists possible.

The crash risk posed by work zone construction areas is particularly high with CMVs. The MCSD will utilize resources and materials from FMCSA work zone safety materials to help address this issue. MCSD troopers will educate the motoring public and CMV operators on the risks associated with work zones and on how to safely operate CMVs and non-CMV in proximity to large CMVs and buses.

Safety talks and safety events will be conducted on initiatives related to passenger transportation including school buses, hazardous materials transportation, and other “Our Roads, Our Safety” priorities.

The number of programs conducted in FY 2024, FY 2025, and FY 2026 will be measured against the goal of one public awareness/educational program per quarter. MCSD will review state data that reflects the number of contacts made and programs presented and review quarterly to ensure that goals are met. A&I Online reports will be used to measure the overall effectiveness of the outreach programs in reducing CMV related crashes.

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

Projected Goals for FY 2024 - 2026

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 2024	FY 2025	FY 2026
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	4	5	6
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	3	3	3
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	1	1	1

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

Performance Measure: MCSD staff will conduct at least 16 public education events in FY 24, 17 in FY 25, and 18 in FY 2026.

The MCSD will report in Quarterly Performance Progress Reports the number of public education events, the duration, and number of attendees at each program. MCSD will also report a description of the event including the staff member conducting the event, the location of the event, and the type of event. The quarterly report will report outreach campaigns and efforts to educate the general public regarding suspected human trafficking, work zone safety, passenger safety, and all aspects of CMV safety.

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

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

SSDQ Compliance Status

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

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

Available data sources:

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

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

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

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

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2024 - 2026.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2024	Goal for FY 2025	Goal for FY 2026
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	Fair	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

Mississippi Data Quality is shown as GOOD in A & I dated October 19, 2023.

Narrative Overview for FY 2024 - 2026

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.).

MCSD will continue its GOOD ratings for State Safety Data Quality during FY 2024, FY 2025, and FY 2026. The Department of Public Safety is responsible for all aspects of data quality, data Qs, and the Mississippi Crash Data Repository (ECRASH). Data Quality is handled by the MS Crash team division of the Mississippi Highway Patrol at DPS. The Data Qs fall under the DPS Motor Carrier Safety Division Data Quality Department consisting of three 100% dedicated personnel. The Ecrash is also handled by the MS Highway Patrol

Crash Team Division. The Ecrash system will be continued to be updated to ensure that crash accuracy status returns to good level in FY 24.

Program Activities FY 2024 - 2026: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ. Also, describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

The Department of Public Safety is responsible for all aspects of Data Quality, Data Qs, and the Mississippi Crash Data Repository (ECRASH). Data Quality and the MS Crash Data Repository are handled by the DPS MS Crash team division of the Mississippi Highway Patrol. The MS Crash team unit consists of one to three accident reconstructionists in each of the nine MHP Districts. Each accident reconstructionist is supervised by three regional Master Sergeants. The Regional supervisors report to the Lieutenant and Major over the Crash Team. The Data Qs fall under the DPS Motor Carrier Safety Division Data Quality Division consisting of three 100% dedicated personnel. The MS Department of Public Safety is continually working to ensure that the data quality meets all federal requirements. The Crash Team Structure provides a layered supervisory system that must sign off on all crash data. to ensure accuracy. This system will be maintained to continue the MS Green Status. Each crash is scanned for accuracy and will continue to be during FY 24 to return the crash accuracy status to Green Status.

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

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

Performance Measures:

- For FY 24, Crash Record Completeness, Crash VIN Accuracy, Fatal Crash Completeness, Crash Timeliness, Crash Accuracy, and Crash Consistency will be maintained at Green Status by extensive monitoring by FMCSA and the DPS MS Crash Team.
- For FY 24, Inspection Record Completeness will be monitored by the Data Quality Department of MCSD through Safety Net.
-

For FY 24, Inspection VIN numbers will be monitored by the Data Quality Department of MCSD. Any errors will be corrected by providing the correct VIN number into the record.

•

For FY 24, Inspection timeliness and Inspection Accuracy will continue to be a priority for all inspectors and data quality specialists, ensuring that accurate inspection reports are submitted by the 21 day timeline.

Part 2 Section 9 - New Entrant Safety Audits

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 2018 - 2022

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

New Entrant Safety Audits	2018	2019	2020	2021	2022
Interstate	419	391	410	613	882
Intrastate	0	0	0	0	0
Total Audits	419	391	410	613	882

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 2024 - 2026

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website (NEWS)	
Date information retrieved from NEWS Dashboard to complete eCVSP	07/21/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	978
Current Number of Past Dues	74

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 2024 - 2026

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

Projected Goals for FY 2024 - 2026 - New Entrant Safety Audits						
	FY 2024		FY 2025		FY 2026	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	150	0	120	0	75	0
# of Safety Audits (Offsite)	800	0	950	0	950	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	950	0	1070	0	1025	0
# of Non-Audit Resolutions	1350	0	1470	0	1420	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

The MCSD New Entrant Audit section will assist in accomplishing the FMCSA goal of reducing the number of crashes and fatalities involving large trucks and commercial buses by conducting at least 400 New Entrant Safety Audits with the regulated time frames. New Entrant Audits totaled 882 in FY 2022, and should continue to increase in 2024 to 2026. Using the NEWS Dashboard table, Mississippi could see a 20% increase OR greater in the number of new commercial carriers entering the industry and expects to see more of an increase in FY 2024-2026.

MCSD has three full time New Entrant auditors, and three cross trained NE part time inspectors conducting audits. The MCSD is currently in the process of creating a New Entrant Task Force Team that will consist of the six above mentioned NE auditors and **ten (10) 100% CTED inspectors paid with MCSAP funds** that will be trained and certified to conduct NE audits. The New Entrant Task Force Team will be divided into three regions: Northern, Central, and Southern Regions. The NE Task Force will conduct monthly on-site audits throughout the state. The ten (10) CTED auditors will be assigned to the Motor Carrier Safety Unit and will be supervised by the full time MCSD auditors and Captain of the Motor Carrier Safety Division.

Activity Plan for FY 2024 - 2026: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

New Entrant Program auditors will conduct 950 New Entrant Safety Audits in FY 2024, 1,070 in 2025, and 1,025 in 2026 in the required time based on the increased audit requests and entry dates of new carriers into the program. Safety Auditors will conduct approximately 150 at the carrier's place of business, and 800 audits will be completed at a central location conducive for the auditor. Group audits will be conducted where necessary. Of the approximately 978 new entrant carriers shown on the dashboard, 645 audits or 66% will be conducted by new entrant staff and MCSD troopers, and approximately 333 or 34% will be handled by non-audit resolution.

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

Performance Measure: To complete 950 New Entrant Safety audits in FY 2024, 1070 in FY 2025, and 1025 in FY 2026 within 3 to 12 months of new carrier entry into the program, ensuring that all participants are in full compliance with FMCSRs and Hazardous Materials regulations.

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

Part 3 - National Emphasis Areas and State Specific Objectives**Part 3 Section 1 - Overview**

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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2024 - 2026).

Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities**Instructions:**

FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

Your State's FY 2022 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 100.00%

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/28/2023

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 3 - Passenger Carrier Enforcement

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

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

Narrative Overview for FY 2024 - 2026

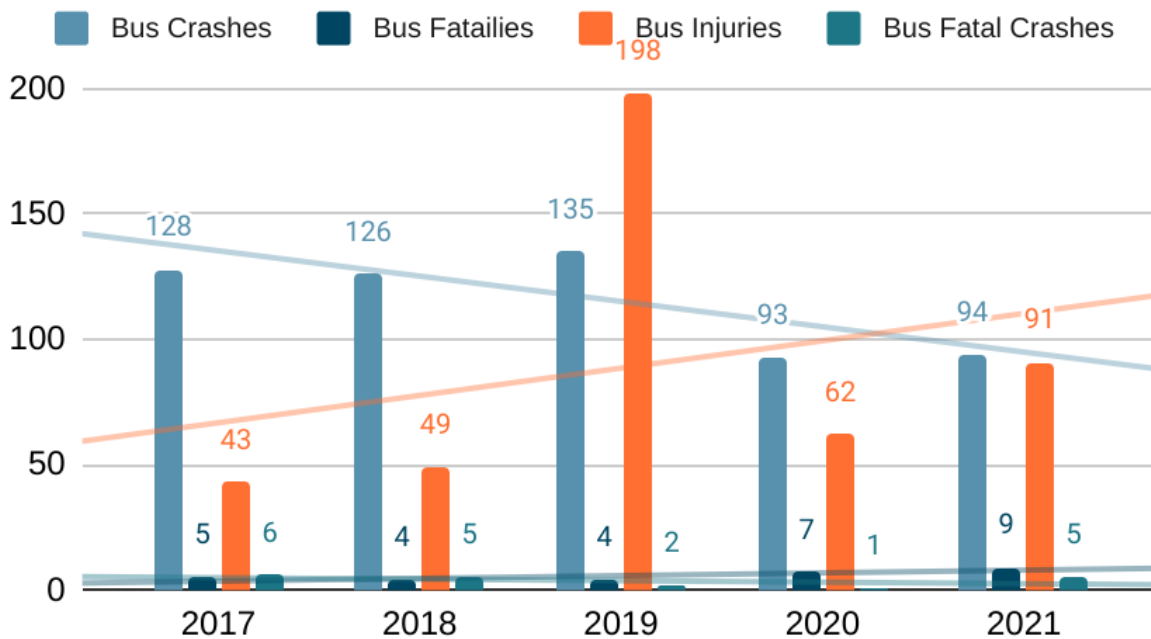
Problem Statement Narrative: Describe the problem as identified by performance data and include the baseline data.

Passenger Carrier Crashes

In 2024-2026, the MCSD plans to concentrate on passenger carriers as part of the MCSAP Commercial Vehicle Safety Plan. Mississippi has a large concentration of bus traffic in the state, especially in the northern and coastal regions. Casinos in Harrison, Hancock, Neshoba, and Tunica Counties attract a large number of tour buses from all over the U.S. This higher volume and steady passenger carrier traffic has resulted in higher numbers of bus crashes and a high number of bus injuries.

The chart below and the Trend Line show a decline in bus crashes but an increase in bus injuries over the past five years. Bus injuries rose to 198 in 2019 and decreased to 91 in 2021.

CY 2017-2021 Bus Crashes, Bus Fatalities, Bus Injuries and Bus Fatal Crashes



MCSD plans to increase enhanced investigation and inspection efforts in the high passenger safety traffic areas within the state for FY 2024-2026. At least one bus inspection strike-force detail per quarter or four per year will be performed throughout FY 2024 and will continue into FY 2025 and FY 2026. These activities will include Federal and MCSD efforts.

Projected Goals for FY 2024 - 2026: Enter the performance goal for the three-year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2024, 2025 and 2026 must also be included.

Performance Goal: In an effort to support the National and State emphasis on passenger carrier crash reduction, MCSD will reduce bus crashes in the state by 15% over the next three fiscal years, or 5% per year, decreasing crashes from 92 in 2021 to 87 in FY 2024, to 82 in FY 2025, and to 78 in FY 2026.

Program Activities for FY 2024 - 2026: Provide additional information regarding how these activities will be implemented.

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

MCSD will continue to emphasize passenger carrier inspections in an effort to reduce bus crashes in the state. MCSD has a goal of a projected 1000 driver/vehicle inspections for passenger carrier vehicles over the next three years, with 320 in FY 2024, 330 in FY 2025, and 350 in FY 2026.

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

Performance Measure: The number of injuries involving passenger carrier vehicles will be reduced by 15% over FY 2024-2026, or by 5% per year. From 91 in 2021 to 87 in FY 2024; to 83 in FY 2025, and to 78 in FY 2026.

Performance Measure: The number of fatal bus crashes will be reduced to ZERO for FY 2024 - FY 2026.

Performance Measure: MCSD and its MCSAP partners will conduct at least one terminal inspection per year for FY 2024, FY 2025, and FY 206.

Performance Measure: MCSD and its MCSAP partners will conduct at least four special emphasis roadside inspections per year for FY 2024, FY 2025, and FY 2026.

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

Part 3 Section 4 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2023 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 2023 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2023 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2023 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

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

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

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

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

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

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

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

cellphone use and no seatbelts as well. CMV inspections will be used for checking placards, proper HM tanks, and safety violations to maintain CMV safety regulations on the highway. • Task 3. Inspection data obtained on HM details, rollover data and inspections with violations will be maintained and recorded to determine the areas of the state with the most cargo tank violations. * *Six extra details were conducted. There were no difficulties in reaching the goals and objectives.

Activity #2

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

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

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

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

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

During FY 18-20, MCS D troopers conduct at least four strike details focusing on CMV heavy trucks in high CMV traffic areas, working eight hour shifts with at least eight MCS D units at each detail. All details will be worked during peak times and days. Data will be monitored quarterly and reported in the MCSAP Quarterly reports. PROGRESS TO DATE: **For CY 2019, there were 182 rollover CMV crashes, with 75 injuries, and one fatality. ** For FY 2019 and 2020, there were four details that focused on heavy CMV trucks. The State-Identified Objective as stated in the FY 2023 eCVSP is to decrease CMV heavy truck rollover crashes by 15%, from 182 rollover crashes during CY 2019 to 173 CMV rollover crashes in 2021. FY 2021 CMV rollover crashes year to date totaled 162, meeting and surpassing the objective of 173. There was an 11% decrease in rollover crashes from CY 2019 to CY 2021. (Data Source:DPS Traffic Records Public Safety Planning **For CY 2019, there were two rollover fatalities, which was an 75% decrease. Goals were met. ** To date for CY 2020, there have been 57 rollover crashes, 27 injuries, and 0 rollover fatalities. Heavy CMV truck details are continuing to maintain low numbers of rollover fatalities.

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

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

Part 3 Section 5 - State Specific Objectives – Future

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include human trafficking/smuggling initiatives, work zone safety details, 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 2024 - 2026. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Improvement for the Safe and Secure Movement of CMVs

Narrative Overview for FY 2024 - 2026

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

The State-Identified Objective for 2024-2026 is decreasing CMV heavy truck rollover crashes. The primary mission of the MCSD is to reduce the number and severity of crashes, injuries, fatalities, and hazardous materials involving commercial motor vehicles. To further this mission, the MCSD will focus on the enforcement of traffic laws and safety regulations of CMVs aimed at reducing the number of rollover crashes. According to the MS Fatal Accident Reporting System (FARS), in CY 2019, there were 182 CMV related rollover crashes, with 75 injuries and one fatality, accounting for 13% of all CMV related crashes statewide.

Projected Goals for FY 2024 - 2026:

Enter performance goal.

Goals: • To decrease CMV heavy truck crashes statewide by 15% or by 5% per year, from 182 rollover crashes during CY 2019 to 173 CMV rollover crashes in 2024, 165 in FY 2025, and 157 in FY 2026.

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.

Objectives: • During FY 24-26, MCSD troopers will conduct at least four strike details focusing on CMV heavy trucks in high CMV traffic areas, working eight hour shifts with at least eight MCSD units at each detail. All details will be worked during peak times and days. Data will be monitored quarterly and reported in the MCSAP Quarterly reports. For FY 2021, there have been 147 CMV rollover crashes according to MS Traffic Records data. Preliminary data show total CMV rollover crashes for FY 22 at 191, fatal crashes involving CMV FY 22 at 71, and Fatalities involving CMVs for FY 22 at 78. .

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

Performance Measurement Plan/Monitoring: Rollover CMV crashes will be monitored each quarter using ECRASH data and annually with completed FARS and E Crash calendar year data. To reach the goal of 5% decrease per year in commercial motor vehicle crashes, the evaluator will monitor and accumulate data given from the officers and crash data received from the state. Reports on CMV crash data will be reported quarterly. An evaluation will be conducted quarter by quarter to see if our efforts are successful or if there needs to be a different approach taken. The number of high corridor and passenger carrier details, number of personnel, and number of man-hours will be reported each quarter.

State Objective #2

Enter the title of your State-Identified Objective.

NOT APPLICABLE

Narrative Overview for FY 2024 - 2026

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

Projected Goals for FY 2024 - 2026:

Enter performance goal.

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.

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

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives and justify 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 2024 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 95 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

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

- Calculation of Federal and State Shares

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

The system calculates a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

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

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

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

- **MOE Expenditures**

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

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

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

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

- **Financial Summary**

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

The system will confirm that:

- Overtime value does not exceed 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,205,845.00	\$326,623.00	\$6,532,468.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$979,870.00
MOE Baseline:	\$107,648.67

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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 prior approval (15% of MCSAP Award Amount):	\$979,870.00
---	--------------

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Trooper Inspectors	30	100.0000	\$57,103.80	\$1,713,114.00	\$1,627,458.30	\$85,655.70	\$0.00
Support MC/NE/CR Staff	17	100.0000	\$40,938.00	\$695,946.00	\$661,148.70	\$34,797.30	\$0.00
CTED New Entrant Officers	10	100.0000	\$51,600.00	\$516,000.00	\$490,200.00	\$25,800.00	\$0.00
Subtotal: Salary				\$2,925,060.00	\$2,778,807.00	\$146,253.00	\$0.00
Overtime Project Costs							
Overtime	1	100.0000	\$508,463.00	\$508,463.00	\$483,039.85	\$25,423.15	\$0.00
Subtotal: Overtime				\$508,463.00	\$483,039.85	\$25,423.15	\$0.00
TOTAL: Personnel				\$3,433,523.00	\$3,261,846.85	\$171,676.15	\$0.00
Accounting Method:	Cash						

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

The MCSD has a total of 30 FTE Troopers (30 Certified Inspectors) working full time (current vacancies to be filled in FY 2024) on MCSAP eligible enforcement/inspection activities. The salaries were calculated at 62,400 hrs. (2080 hrs. per year x 30 troopers) at average salary of \$57,103.80 x 30 for a total of \$1,713,114.

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

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

The New Entrant staff includes three safety auditors (five more to be trained) who perform audits and site visits, and one support staff who received and reviews the new entrant list monthly and schedules carriers for audits. An additional 10 New Entrant officers from CTED have been included at an average salary of \$51,600 for a total of \$516,000. The New Entrant staff dedicate 100% of their time on New Entrant duties.

Overtime is being requested for the MCSD troopers and MHSP troopers for CMV traffic enforcement in the amount of \$508,463. Overtime will be used to conduct extra CMV inspection and traffic enforcement details in rural high crash CMV corridors across the state as described in the problem statement, including both MCSD and non MCSD troopers.

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

Approximately 11,483 hours of overtime at the \$44.28 rate totals \$508,463. Eight hour details utilizing one MCSD trooper supervisor and three non MCSD troopers will be conducted at least once per week in each of the nine districts utilizing non MCSD troopers

on their day off to conduct CMV traffic enforcement. Hours are approximate and were derived as follows: 4 troopers x 75.63 details x 8 hours x 9 districts

TOTAL Salary and overtime is \$3,433,523.00.

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

Fringe costs method: Actual Fringe Rate

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Trooper Inspectors	68.0300	100.0000	\$1,713,114.00	\$1,165,431.45	\$1,107,159.88	\$58,271.57	\$0.00
MCSD/NE/CR Support staff	36.3500	100.0000	\$659,946.00	\$239,890.37	\$227,895.82	\$11,994.55	\$0.00
Overtime	56.7300	100.0000	\$508,463.00	\$288,451.05	\$274,028.45	\$14,422.60	\$0.00
CTEP New Entrant	36.3500	100.0000	\$516,000.00	\$187,566.00	\$178,187.70	\$9,378.30	\$0.00
TOTAL: Fringe Benefits				\$1,881,338.87	\$1,787,271.85	\$94,067.02	\$0.00

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

Annual Fringe benefits for troopers increased to 68.03% in FY 2019. The retirement percentage was increased to 49.08% in January 2018. In FY 2024, the fringe are calculated as follows: Health/Life insurance @ 11.3%, FICA @ 7.65%, Retirement @49.08%. The budgeted amount of fringe is for 30 troopers.

For the 17 support staff, the fringe rate is @ 36.35% and is calculated as follows: Health/Life 11.3%; FICA 7.65%, Retirement @ 17.4% (Retirement increased from 15.75% to 17.4% for civilians). The total budgeted fringe for MCSD support staff is \$239,890.37.

For 10 CTED New Entrant officers, the fringe rate is 36.35% and is calculated as follows: Health/Life 11.3%; FICA 7.65%, Retirement @ 17.40%. Total fringe for CTED is \$187,566.

In FY 2024, overtime fringe for troopers was calculated @ 49.08% retirement and 7.65 FICA for a total of 56.73% for a total of \$508,463.

(Fringe Total \$1,881,338.87, Federal: \$1,787,271.85; State: \$94,067.02)

Part 4 Section 4 - Travel

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

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

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

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Registration	5	0	100.0000	\$9,000.00	\$8,550.00	\$450.00	\$0.00
Lodging	30	5	100.0000	\$24,000.00	\$22,800.00	\$1,200.00	\$0.00
Food Per Diem	30	5	100.0000	\$6,750.00	\$6,412.50	\$337.50	\$0.00
Training travel costs	30	25	100.0000	\$123,750.00	\$117,562.50	\$6,187.50	\$0.00
New Entrant Travel	5	60	100.0000	\$15,000.00	\$14,250.00	\$750.00	\$0.00
New Entrant Workshop	6	18	100.0000	\$2,970.00	\$2,821.50	\$148.50	\$0.00
Misc. Travel Costs	5	0	100.0000	\$300.00	\$285.00	\$15.00	\$0.00
TOTAL: Travel				\$181,770.00	\$172,681.50	\$9,088.50	\$0.00

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

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

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

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

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

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

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

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

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

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

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

TOTAL TRAVEL = \$181,770.00

Part 4 Section 5 - Equipment

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

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.*

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 how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Police Package Vehicles	10	\$43,500.00	100	\$435,000.00	\$413,250.00	\$21,750.00	\$0.00
Laptops with docking stations	9	\$2,734.00	100	\$24,606.00	\$23,375.70	\$1,230.30	\$0.00
Mobile camera LPR System Includes (3) Matrix Mobile Cameras, K802 Processor with a built in Four Port PoE switch, all mounting brackets and hardware	1	\$18,214.67	100	\$18,214.67	\$17,303.94	\$910.73	\$0.00
LidarCam 2 with HUD, 64GB	17	\$4,375.00	100	\$74,375.00	\$70,656.25	\$3,718.75	\$0.00
TOTAL: Equipment				\$552,195.67	\$524,585.89	\$27,609.78	\$0.00
Equipment threshold is \$1,000							

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

The MCSAP Unit has a fleet of 37 enforcement vehicles that are 100% dedicated to the MCSAP program. Each of the enforcement vehicles are equipped with computer laptops for the immediate uploading of safety inspections. Fourteen (14) of the enforcement vehicles have reached high mileage (75,000 miles or three years) and have outlasted the useful life of a MS Highway Patrol vehicle. One of the new vehicles will also be used for public education, information, and training across the state. MS DPS has determined that trooper vehicles should be replaced at this low mileage due to excessive high speed pursuit. State policy is 150,000 miles or 7 years. However, DPS has determined, per state policy, that circumstances for law enforcement vehicles allow the vehicles to be replaced sooner. These 10 vehicles will be replaced with SUV police package state contract vehicles. at a cost of approximately \$43,500 each for a total of \$435,000.

MCSAP currently has 9 laptops that are out of warranty and have surpassed the 5 yr replacement requirements. The last price received for the laptop and corresponding dock is \$2,734 x 9 = (\$24,606).

MCSD is requesting 1 Mobile camera LPR System @ \$18,214.67. This LPR system includes (3) matrix mobile cameras, a K802 processor with a built in Four Port PoE switch, and all mounting brackets and hardware. These LPRs will be used in both CMV and non CMV traffic enforcement efforts in high crash corridors.

MCSD is requesting 17 LidarCam II Laser Radar units @ \$4375 each for a total of \$74,375. Each Laser radar unit included a tripod/monopod mount, a desktop battery charger, in-line AC battery charger, a USB-C to gigabit ethernet adapter, hard case and foam, 24-month warranty, and a handstrap. These Laser Radar units will be used by the MCSD unit for CMV and non-CMV traffic enforcement efforts to reduce speeding by CMVs and vehicles travelling in close proximity to CMVs.

Total Equipment is \$552,195.967.

The Equipment threshold amount for the MS Department of Public Safety is \$1000,

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. 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.

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Uniforms & related supplies	30 each	\$506.49	100.0000	\$15,194.70	\$14,434.97	\$759.73	\$0.00
General Office Supplies	12 month	\$242.06	100.0000	\$2,904.72	\$2,759.48	\$145.24	\$0.00
TOTAL: Supplies				\$18,099.42	\$17,194.45	\$904.97	\$0.00

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

General Office Supplies (paper clips, paper, toner, etc) @ \$242.06 per month for a total of \$2,904.72 per year.

Uniforms and related supplies for 30 MCSAP personnel cost on average \$506.49 per person for a total of \$15,194.70. Uniforms include items such as BTU pants, polo shirts and boots that are not standard issue and are used daily.

Total Supplies budgeted are \$18,099.42

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 §200.1 Definitions](#)). All contracts issued under a Federal award must comply with the procurement standards described in [2 CFR §200.317](#), [2 CFR §200.318](#), and [Appendix II to Part 200](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.331](#) 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 §200.1 Definitions](#) and [2 CFR §200.331](#)).

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 §200.1 Definitions](#)).

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 non-proprietary identifier that replaced 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
TO Be determined	000000000000	Contract	100.0000	\$160,581.00	\$152,552.00	\$8,029.00	\$0.00
Description of Services: Contract with University or Firm for evaluation of CMV crash data							
TOTAL: Contractual and Subaward				\$160,581.00	\$152,552.00	\$8,029.00	\$0.00

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

In FY 24-26, the Department of Public Safety Motor Carrier Safety Division plans to seek contractual support with a university or private firm (To Be Determined) to conduct all aspects of gathering, analyzing, reporting, and data information sharing with FMCSA on MCSAP national elements. The MCSD will utilize this contract to analyze CMV crash data for preparation of quarterly and final annual reports used to develop and execute the annual eCVSP. Additionally, these analyses will assist in the State's Data Quality Rating improvement/maintenance efforts, as well as aid in targeting strategic CMV traffic

enforcement efforts based on the changing data. Data will be used to target high CMV crash corridors, work zones, and rural roads and highways. The estimated contractual services were obtained from information received from a neighboring state which has successfully contracted with a university for this \$160581 amount. The DPS contractual amounts are estimates since no agency has been specified at this time. Negotiations will begin with outside agency once the FY 24 ECVSP has been approved. Total contractual services are estimated at \$160,581.00 for FY 2024.

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 §200.1](#) Definitions) 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. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MOE - Maintenance, Utilities	1	\$120,350.70	0.0000	\$0.00	\$0.00	\$0.00	\$115,417.08
Copiers/ Fax, etc	12 month	\$250.00	100.0000	\$3,000.00	\$2,850.00	\$150.00	\$0.00
Communications inc. cell phones, air cards	45 each	\$100.00	100.0000	\$4,500.00	\$4,275.00	\$225.00	\$0.00
Fuel Cost	12 month	\$23,901.67	100.0000	\$286,820.04	\$272,479.04	\$14,341.00	\$0.00
CVSA Decals	38000 each	\$0.28	100.0000	\$10,640.00	\$10,108.00	\$532.00	\$0.00
TOTAL: Other Costs				\$304,960.04	\$289,712.04	\$15,248.00	\$115,417.08

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

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

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

Due to continued rise in costs for fuel, addtional funds were added to annual fuel costs for motor carrier unit. Fuel Costs average 23,901.67 per month for 12 months for all MCSAP staff = \$286,820.04. (Federal: 272,479.04; State: 14,341)

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

Maintenance of Effort:

The MOE section will be updated after completion and is estimated as follows:

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

Cell Phone Usage:

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

TOTAL MOE for FY2021 = \$115,417.08

MOE totals for FY 2022 will be submitted by the deadline of September 30, 2023.

TOTAL COSTS = \$304,960.04

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,205,845.00	\$326,623.00	\$6,532,468.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$979,870.00
MOE Baseline:	\$107,648.67

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Trooper Inspectors	\$1,627,458.30	\$85,655.70	\$1,713,114.00	\$0.00
Support MC/NE/CR Staff	\$661,148.70	\$34,797.30	\$695,946.00	\$0.00
CTED New Entrant Officers	\$490,200.00	\$25,800.00	\$516,000.00	\$0.00
Salary Subtotal	\$2,778,807.00	\$146,253.00	\$2,925,060.00	\$0.00
Overtime	\$483,039.85	\$25,423.15	\$508,463.00	\$0.00
Overtime subtotal	\$483,039.85	\$25,423.15	\$508,463.00	\$0.00
Personnel total	\$3,261,846.85	\$171,676.15	\$3,433,523.00	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Trooper Inspectors	\$1,107,159.88	\$58,271.57	\$1,165,431.45	\$0.00
MCSD/NE/CR Support staff	\$227,895.82	\$11,994.55	\$239,890.37	\$0.00
Overtime	\$274,028.45	\$14,422.60	\$288,451.05	\$0.00
CTEP New Entrant	\$178,187.70	\$9,378.30	\$187,566.00	\$0.00
Fringe Benefits total	\$1,787,271.85	\$94,067.02	\$1,881,338.87	\$0.00

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

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Police Package Vehicles	\$413,250.00	\$21,750.00	\$435,000.00	\$0.00
Laptops with docking stations	\$23,375.70	\$1,230.30	\$24,606.00	\$0.00
Mobile camera LPR System Includes (3) Matrix Mobile Cameras, K802 Processor with a built in Four Port PoE switch, all mounting brackets and hardware	\$17,303.94	\$910.73	\$18,214.67	\$0.00
LidarCam 2 with HUD, 64GB	\$70,656.25	\$3,718.75	\$74,375.00	\$0.00
Equipment total	\$524,585.89	\$27,609.78	\$552,195.67	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Uniforms & related supplies	\$14,434.97	\$759.73	\$15,194.70	\$0.00
General Office Supplies	\$2,759.48	\$145.24	\$2,904.72	\$0.00
Supplies total	\$17,194.45	\$904.97	\$18,099.42	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
TO Be determined	\$152,552.00	\$8,029.00	\$160,581.00	\$0.00
Contractual and Subaward total	\$152,552.00	\$8,029.00	\$160,581.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE - Maintenance, Utilities	\$0.00	\$0.00	\$0.00	\$115,417.08
Copiers/ Fax, etc	\$2,850.00	\$150.00	\$3,000.00	\$0.00
Communications inc. cell phones, air cards	\$4,275.00	\$225.00	\$4,500.00	\$0.00
Fuel Cost	\$272,479.04	\$14,341.00	\$286,820.04	\$0.00
CVSA Decals	\$10,108.00	\$532.00	\$10,640.00	\$0.00
Other Costs total	\$289,712.04	\$15,248.00	\$304,960.04	\$115,417.08

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$6,205,844.58	\$326,623.42	\$6,532,468.00	\$115,417.08
Total Costs Budgeted	\$6,205,844.58	\$326,623.42	\$6,532,468.00	\$115,417.08

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,205,845.00	\$326,623.00	\$6,532,468.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$979,870.00
MOE Baseline:	\$107,648.67

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$2,778,807.00	\$146,253.00	\$2,925,060.00	\$0.00
;;;Overtime Subtotal	\$483,039.85	\$25,423.15	\$508,463.00	\$0.00
Personnel Total	\$3,261,846.85	\$171,676.15	\$3,433,523.00	\$0.00
Fringe Benefits Total	\$1,787,271.85	\$94,067.02	\$1,881,338.87	\$0.00
Travel Total	\$172,681.50	\$9,088.50	\$181,770.00	\$0.00
Equipment Total	\$524,585.89	\$27,609.78	\$552,195.67	\$0.00
Supplies Total	\$17,194.45	\$904.97	\$18,099.42	\$0.00
Contractual and Subaward Total	\$152,552.00	\$8,029.00	\$160,581.00	\$0.00
Other Costs Total	\$289,712.04	\$15,248.00	\$304,960.04	\$115,417.08
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$6,205,844.58	\$326,623.42	\$6,532,468.00	\$115,417.08
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$6,205,844.58	\$326,623.42	\$6,532,468.00	\$115,417.08

Part 5 - Certifications and Documents**Part 5 Section 1 - Overview**

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by 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.

These certifications must be completed and signed on an annual basis.

Part 5 Section 2 - 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? Major Scotty W. Henley
2. What is this person's title? Director of Motor Carrier Safety Division
3. Who is your Governor's highway safety representative? Ray Sims
4. What is this person's title? Executive Director

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

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

State Certification declaration:

I, Major Scotty W. Henley, Director of Motor Carrier Safety Division, on behalf of the State of MISSISSIPPI, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

Part 5 Section 3 - 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? Major Scotty W. Henley
2. What is the title of your certifying State official? Director of Motor Carrier
3. What are the phone # and email address of your State official? 601-383-2854 shenley@dps.ms.gov

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

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

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

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

Part 5 Section 4 - 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 2024 Certification of MCSAP Conformance (State Certification)

I, Captain Dennis Stevenson, Director of the DPS Motor Carrier Safety Division, on behalf of the State of Mississippi, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has designated the Mississippi Department of Public Safety as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and the Motor Carrier Safety Division and the Commercial Transportation Enforcement Division 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

8/15/2023

Signature

OST