

# eCVSP

## NEVADA

### *Commercial Vehicle Safety Plan*

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

**Fiscal Years 2023 - 2025  
Annual Update FY 2024**

**Date of Approval: August 02, 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 2023 - 2025)
- Part 2: Crash Reduction and National Program Elements (FY 2023 - 2025)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2023 - 2025)
- Part 4: Financial Information (FY 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

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

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

### Instructions:

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

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

### Update for FY2024

It is the Mission of the Nevada Highway Patrol (NHP) to promote safety on Nevada highways by providing law enforcement traffic services to the motoring public.

The Goal of NHP is to maintain the Nevada Large Truck and Bus Related Fatalities Rate to less than or equal to 0.16 fatalities per 100 million Vehicle Miles Traveled (VMT) as averaged over the most recent three years.

FMCSA A&I data (USDOT/FHWA, Highway Statistics Annual Series - FARS) shows Nevada's truck and bus fatality rates for the past three years, with 2021 being the most recent available:

2021 Fatality Rate = 0.251, based on 68 fatalities

2020 Fatality Rate = 0.170, based on 43 fatalities

2019 Fatality Rate = 0.149, based on 43 fatalities

The average fatality rate over the past three years (2019-2021) = 0.190 fatalities per 100 million VMT, from 0.122 from the last 3-year period.

**Part 1 Section 3 - MCSAP Structure Explanation**

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

**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)?

**Update for FY 2024**

**Introduction to Nevada's Commercial Vehicle Inspection and Enforcement Program**

The Nevada Highway Patrol (NHP) is designated by the Governor as Nevada's lead Motor Carrier Safety Assistance Program (MCSAP) agency. NHP is a division with the Nevada Department of Public Safety, headquartered in Carson City.

There are approximately 5,400 miles of roadway maintained by the Nevada Department of Transportation (NDOT), 619 miles of which are part of 6 numbered Interstate routes (11, 15, 80, 215, 515, 580). Nevada does not own or operate any permanent, fixed facilities at any entry point into the state. Therefore, NHP engages primarily in roving commercial vehicle (CMV) enforcement activities, supplemented with roadside check site and other special event inspection operations.

There are two state budget accounts (BA) that are used to fund and distinguish NHP's CMV safety program – BA 4721 and BA 4713. BA 4721 uses state highway funds to pay MCSAP eligible expenditures and is reimbursed by Federal Motor Carrier Safety Administration (FMCSA) grants. BA 4713 is funded from state general and highway funds and pays for non-MCSAP Commercial enforcement.

**BA 4713**

BA 4713 is the state funded portion of Nevada's CMV safety program. BA 4713 commercial enforcement Officers, Sergeants, Lieutenants and Commercial Vehicle Safety Inspectors (CVSI) work out of the regional offices in Elko, Las Vegas and Reno.

The salary and benefit costs incurred by Officers, Sergeants, Lieutenants and CVSIs, when conducting MCSAP-eligible activities, are the basis for NHP's state share for MCSAP grant funds, while BA 4713 is used to support Nevada's Maintenance of Effort (MOE). MCSAP activity is captured on NHP's 186 Officer Report Form.

The commercial enforcement component of NHP is not an official bureau or unit, but rather positions designated by HQ command for commercial enforcement. There is no law, regulation or policy that determines the number of NHP commercial enforcement personnel, this is determined internally within NHP.

If one were to look back over the past decade of Nevada CVSPs, there have been around 62 designated non-MCSAP funded positions for the commercial enforcement program. While this has varied a little, there has usually been around 43 Sworn Officers, 7 Sergeants, 4 Lieutenants and 8 CVSIs in commercial enforcement. Of the 43 Officer positions, 18 of those were designated for Las Vegas, 13 for Reno and 9 for Elko. In addition, each region is assigned one sworn MCSAP officer designated to the Judicial outreach Program, for contacts, media, training, etc. They are required to maintain their certifications on an annual basis.

The Lieutenants may already be certified from previous positions or they will attend NAS training upon being appointed to the Commercial Enforcement Program, they may maintain their certifications, however, it is not a requirement. The Lieutenants main purpose is to manage regional personnel and oversight of operations. Lieutenants are often assigned to manage other sections within NHP in addition to Commercial Enforcement. They do not typically engage in regular inspection activities.

The Sergeants may already be certified from previous positions or they will attend NAS training upon being appointed to the Commercial Enforcement Program and they are required to maintain their minimum certifications. The Sergeants main purpose it to oversee daily operational activities, events, schedules, and Maintenance of Effort reporting. Sergeants are also required to oversee other state programs such as the school bus program in addition to their MCSAP duties.

CVSI's are required to attend NAS Part A, Part B, and General Hazmat as a condition of their employment. They are required to maintain their certifications on an annual basis. One of the CVSI's function is to conduct mandatory state school bus inspections for their region. They do engage in MCSAP events, check site operations and post-crash inspections when available.

There are approximately 27 NHP sworn officers assigned to traffic enforcement which are trained to conduct a combination of Level I,II,III inspections, throughout the state to include checksites, Level 2, Level 3 inspections and MCSAP checksite inspections. For these sworn officers, CMV inspections are only to be conducted when not engaged in general traffic enforcement duties. These inspections are not projected goals, however we do count them for our end of year total inspection goals and do not count toward the NHP MCSAP inspection goals, but are uploaded to SAFER and are included in MCMIS. These officers are expected to maintain certifications and they may assist with MCSAP events if coverage is available and their certifications are current.

Due to the decline in manpower several vacancies have been created in Commercial Enforcement. Personnel in Reno and Elko have been down significantly, to the point that NHP has only 21 Sworn Officers filling the 43 designated commercial sworn positions.

NHP, as well as other Nevada DPS Divisions, have had difficulty recruiting and retaining Officers over the past few years. One concern that impacts recruitment is the State does not pay the employee's retirement contributions, while most other Nevada law enforcement agencies do pay that contribution. Regardless of the reasons, the number of actual commercial enforcement personnel performing active enforcement is much less than the number of allotted commercial enforcement program positions.

These factors are important for the process of determining an appropriate allocation of inspections expected to be conducted during the year and the direction of a successful program.

#### BA 4721

BA 4721 is the federally funded portion of Nevada's CMV safety program. MCSAP funds are used to support 26 positions (6 proposed, not yet filled) within NHP. These positions include:

##### 8 Administrative staff

- 1 Administrative Assistant IV – SafetyNet and data quality program oversight
- 3 Administrative Assistant II – Office support and data entry in 3 NHP regions
- 1 Administrative Assistant II – MCSAP office support
- 1 Information Technology Tech VI – IT support
- 1 Grants & Projects Analyst II – Grants and projects management
- 1 Management Analyst II – State accounting and fiscal management (newly added for FY 2024)

##### 13 Commercial Vehicle Safety Inspectors (CVSI). 6 newly proposed.

- 1 CVSI III – Training Coordinator, MCSAP office
- 4 CVSI II – New Entrants in Northern & Southern NHP regions (2 newly added for FY 2024 to accommodate an abundance of new entrant carriers within the state requiring attention)
- 2 CVSI II – Compliance Reviews in Northern & Southern NHP regions
- 6 CVSI II - CMV inspections (proposed 2 in each of the 3 regions, not yet filled)

##### 5 Sworn Positions

- 1 DPS Officer II (Reno) – Judicial and Public Outreach
- 1 DPS Officer II (Elko) – Judicial and Public Outreach
- 1 DPS Officer II (LV) – Judicial and Public Outreach
- 1 DPS Captain (MCSAP) – Centralized oversight of MCSAP operations (proposed, not yet filled)
- 1 DPS Lieutenant (MCSAP) – Frontline oversight of MCSAP operations

NHP plans to propose a future reorganization of the current structure within the Commercial Enforcement section to better meet the needs for state and federal goals and objectives. The plan will increase efficiency, save costs, and streamline purpose of each essential role to achieve higher quality performance statewide.

In the FFY19 & FFY20 CVSP, NHP revised the MCSAP organizational structure to add a new Management Analyst II position to BA 4721 for fiscal support for the GPA II. The new MA II position will be 100% funded by BA 4721 and is currently filled.

In the FFY24, NHP is proposing to revise the MCSAP organizational structure to add 6 new CVSI II positions to BA 4721 for support of Trooper staff to assist in additional CMV inspections (that are currently unattainable due to low Trooper staffing), allowing more roving enforcement by Commercial Troopers.

The BA 4721 MCSAP staff are supervised by the NHP Commercial Commander, a BA 4713 employee, stationed in the MCSAP office. The Commercial Commander is responsible for the oversight of the NHP commercial enforcement program, as well as other state programs such as the size and weight program, school bus program, and the state towing program.

### Allied Agencies

There are several local Nevada jurisdictions that may have, at any given time, personnel trained and certified to conduct CMV inspections. In the past the cities of Reno, Sparks, Henderson and Washoe County have conducted inspections, sometimes with the financial assistance provided from the award of High Priority grants by FMCSA. At this time, NHP assumes there will only be 2 allied agencies and approximately 8 allied staff available to conduct inspections statewide. ~~As with NHP traffic officers,~~ Inspections conducted by allied agencies do not count toward the NHP inspection goals, but are uploaded to SAFER and are included in MCMIS.

### Agencies Supporting NHP's CMV Safety Program

The Nevada Department of Public Safety, Office of Traffic Safety (OTS) prepares and manages the Nevada Strategic Highway Safety Plan (SHSP) with the assistance and cooperation of Nevada Department of Transportation (NDOT), NHP and others. The plan's goal is to reduce the number and severity of crashes on Nevada's roadways. The plan supports 7 Critical Emphasis Areas (CEA) for addressing the 4 E's of Safety (Engineering, Education, Enforcement and EMS). These 7 CEAs are:

- Impaired Driving
- Intersections
- Lane Departures
- Motorcycles
- Occupant Protection
- Pedestrians
- Young Drivers

The NHP MCSAP office **continues** communications **with** OTS to try to better integrate commercial vehicle safety with the overall CEAs. To this end, NHP is developing, in coordination with OTS, an educational message targeting Teen Drivers regarding commercial vehicle safety. See Part 2 Section 7 regarding Public Outreach and Education and a discussion in the National Emphasis areas.

The Nevada Department of Motor Vehicles (DMV), primarily the Motor Carrier Division (MCD), is responsible for commercial vehicle registrations, titles, and fuel tax compliance for interstate and intrastate trucking companies. DMV is responsible for compliance with the Interstate Registration Program (IRP) and International Fuel Tax Agreement (IFTA), and therefore responsible for compliance with FMCSA's Performance Registration Information Systems Management (PRISM) requirements. NHP and MCD have worked closely over the past 5 years to attain **and maintain** CORE ITD and **E**nhanced PRISM compliance.

**Nevada Department of Transportation (NDOT)** coordinates with NHP for providing and maintaining check site locations where NHP can pull trucks from the road to conduct inspections safely. NDOT also supports NHP's radio communications. NHP and NDOT cooperatively prepare and implement Nevada's Size and Weight program required by FHWA. NHP is a member of NDOT's Freight Advisor Committee.

NHP partners with the Nevada Trucking Association (NTA) in support of the Nevada Truck Driver and Inspector Challenge held each year. NHP meets regularly with NTA Board members at the regularly scheduled NTA meetings. The NHP Commercial Commander maintains frequent contact with NTA regarding proposed statutory, regulatory or policy changes at either the state or federal levels. NHP has collaborated with NTA to provide statewide Human Trafficking training to sworn officers.

NHP is a member of and supports the Commercial Vehicle Safety Alliance (CVSA) by attending and engaging in committee activities, attending the two yearly conferences, and participating in CVSA sponsored enforcement events such as Operation SafeDriver, Operation Roadcheck, or attending the COHMED conference.

**Part 1 Section 4 - MCSAP Structure**

Please review your State’s MCSAP structure information. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

**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:	NEVADA HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	77
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	66
Traffic Enforcement Activities	50
Investigations*	4
Public Education and Awareness	7
Data Collection and Reporting	6
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	



Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
<b>National Program Elements</b>	<b>Enter # personnel below</b>
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:	2
Total # of MCSAP Participating Personnel:	5

## Part 2 - Crash Reduction and National Program Elements

### Part 2 Section 1 - Overview

*Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2023 - 2025 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.*

*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

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 2017 - 2021

#### Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the **Measurement Period column**. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the **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:** Large Truck Fatal Crashes per 100M VMT

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	43	0.16	0.15
01/01/2020	12/31/2020	29	0.16	0.10
01/01/2019	12/31/2019	32	0.16	0.12
01/01/2018	12/31/2018	25	0.16	0.09
01/01/2017	12/31/2017	42	0.16	0.15

**MOTORCOACH/PASSENGER CARRIER CRASHES**

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

**Goal measurement as defined by your State:** Other

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

Total Number of Non-Fatal Bus Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	3	22	24
01/01/2020	12/31/2020	5	22	9
01/01/2019	12/31/2019	7	22	27
01/01/2018	12/31/2018	3	22	35
01/01/2017	12/31/2017	6	22	31

**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:** Other

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

Total # Vehicles Involved in Fatal Hazmat Crash Events

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	1	23	50
01/01/2020	12/31/2020	0	23	29
01/01/2019	12/31/2019	0	23	38
01/01/2018	12/31/2018	0	23	27
01/01/2017	12/31/2017	0	23	45

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

MCMIS Snapshot as of 09/30/22, including crash records through 05/31/22. Hazardous Materials crash statistics provided by MCMIS as of 10/21/2022.

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

**Narrative Overview for FY 2023 - 2025**

**Instructions:**

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

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

**Update for FY 2024**

**NHP Crash Reduction Program Narrative for FFY23-25**

Nevada, is experiencing an overall increase in CMV reportable crashes, as evidenced by the following yearly crash totals:

<b>Number of Large Truck Fatal and Non-Fatal Crashes in Nevada by CY</b>											
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Clark Co.	234	254	209	180	264	306	449	367	236	292	277
Washoe Co.	88	61	58	59	78	136	117	124	107	97	133
Elko Co.	na	na	na	na	68	66	49	68	52	74	66
Statewide	483	458	394	380	570	712	806	799	560	764	740

Clark and Washoe Counties make up the largest number of CMV crashes in Nevada, accounting for 410 out of 740 (55%) of all fatal and non-fatal crashes statewide. When Elko County is factored in, these three areas account for 476 crashes, or 64% of all crashes statewide.

To understand the trend in crashes, NHP tracks crashes by five-year averages to account for years outside the statistical norm. In addition, benchmarks were set regarding the number of crashes, as follows:

- Clark County: Limit the number of crashes to less than 235/yr.
- Washoe County: Limit the number of crashes to less than 75/yr.
- Statewide: Limit the number of crashes to less than 455/yr.

<b>Five Year Rolling Average of Crashes</b>			
	2013-2017	2014-2018	2015-2019
Clark Co.	214	281	316
Washoe Co.	67	89	103
Elko Co.	na	na	na
Statewide	455	572	658

**NHP Crash Reduction Goal for the FFY23-25 CVSP**

The FFY23 CVSP added the following goals for each of the three years of the plan:

- FFY23: Maintain the CY 2015-2019 five-year average for Clark and Washoe Counties as well as statewide.
- FFY24: Reduce the five-year averages by 7%
- FFY25: Reduce the five-year average by 8%

**FFY24 Crash Reduction Goal**

Clark County: Limit Crashes to 292 (316 x .075 = Reduction of crashes by 24)

Washoe County: Limit Crashes to 95 (103 x .075 = Reduction of crashes by 8)  
 Statewide: Limit Crashes to 608 (658 x .075 = Reduction of crashes by 50)

#### **FFY24 Crash Reduction Goal**

Clark County: Limit Crashes to 270 (292 x .075 = Reduction of crashes by 22)  
 Washoe County: Limit Crashes to 88 (95 x .075 = Reduction of crashes by 7)  
 Statewide: Limit Crashes to 563 (608 x .075 = Reduction of crashes by 45)

#### **NHP Activities for FFY24 Designed to Achieve Crash Reduction Goals**

NHP achieves its goals by engaging in a number of different enforcement events during the course of the year. These activities address crash reduction through the enforcement of unsafe driving behaviors of both truck drivers and passenger cars around large trucks, as well as inspections to ensure unsafe vehicles, drivers or companies that are not operating in Nevada.

When planning these enforcement events, the Area of Operation (AO) is determined based on a number of things including: prevalence of CMV traffic, crash rate based on personal knowledge of area, safe locations to conduct traffic stops and inspections, and work zone proximity. **Many of NHP's enforcement activities occur in the vicinity of a work zone.**

Due to the inherent differences between the three NHP regions (Reno, Las Vegas and Elko), one region may not conduct an event the same as another region. For example, a Rural Strike Force event out of Elko would not have the same characteristics as one out of Las Vegas, given the number of sworn officers involved, whether overnight travel is involved and other factors that come into play. Although each region is given a goal for the number of events to conduct, each region also has the discretion to conduct these events as best suits their staffing availability, geographic coverage area and other considerations. *With that said, regions are encouraged to adopt as much uniformity in how events are conducted as possible.*

#### **High Crash Corridor Strike Force Activities**

Nevada's high crash corridors are Interstates I-15/215 through and around Las Vegas, and I-80/580 through the Reno/Sparks areas, as well as I-80 through Elko.

High Crash Corridor Strike Events target these areas with additional traffic enforcement. Often occurring over 1-3 days, these events involve a minimum of 2 staff with Sergeant supervision. Overtime is used for 1-3 days of the event. Shifts range from 8 – 12 hours.

- NHP's goal for **FFY24** is to conduct **12 High Crash Corridor Strike Force events** during the year.

#### **Rural Area Strike Force Activities**

Rural crashes result in twice as many fatalities as do urban crashes. According to the Insurance Institute for Highway Safety, in 2018 69% of CMV occupant deaths occurred in rural areas.

Rural Strike Force events target specific rural roadways with additional traffic enforcement. These roadways are often near small towns such as Winnemucca, Alamo, Fernley, Pahrump and others. Similar to High Crash Corridor events, involving a minimum of 2 staff with Sergeant supervision and expand over 1-3 days, overtime being provided. Some events involve overnight travel.

- NHP's goal for **FFY24** is to conduct **12 Rural Strike Force events** during the year.

#### **Work Zone/Construction Strike Force Activities**

According to the Federal Highway Administration, 20 percent of the national highway system is under repair during the construction season. A crash occurs in a work zone every 5.4 minutes, and fatal crashes in work zones increased by 3 percent from 2016 to 2017. Commercial motor vehicles (CMVs) are more prone to work zone crashes because they are wider and heavier, with larger blind spots and lower acceleration and deceleration rates. It's also more challenging for them to change lanes in a work zone, especially exiting or entering a ramp.

Workzonesafety.org includes data showing Nevada had **12** fatal work zone crashes in **2021**, with 13 fatalities. Of these, a CMV was involved in **2** fatal crashes with 2 fatalities in **2021**. **This is an increase from 2020 (during Covid) when Nevada had 7 fatal work zone crashes with 8 fatalities.**

These events are designed similar to the High Crash and Rural Strike Force events, with 3-7 Troops targeting an area over 1-3 days.

- NHP's goal for **FFY24** is to conduct **6 Work Zone Strike Force events** during the course of the year.

#### **Special Emphasis Check Site Events**

The ability to conduct strike force events is dependent on a number of factors, including available staffing, season, local events and weather. To provide to an enhanced level of enforcement without the greater level of effort needed to organize a strike force, regions may also conduct special emphasis check site events.

Special emphasis events target such issues as Electronic Logging Devices (ELDs), Hours of Service (HOS), brakes, **drug/impaired driving** etc. These types of events can be handled with fewer sworn officers, are typically a one day event, and often may include the use of CVSPs.



- There is not a FFY24 goal for the number of Special Emphasis Check Site Events. NHP will track the number and make-up of and evaluate these events to determine the effectiveness and efficiency of this level of enforcement.

**CMV Saturation Events**

To focus on roadways in more rural areas where Commercial Troopers are not stationed (ie. Hwy 6) and where CMVs travel to avoid roadways that are normally heavily enforced with Trooper presence. These events are designed similar to the High Crash and Rural Strike Force events, with 3-7 Troops targeting an area over 1-3 days. The areas of focus may overlap of the 3 Command territories, Troopers will be a combination from each of the Commands. Overtime will be utilized and most likely will involve overnight travel.

- There is not a FFY24 goal for the number of CMV Saturation Events. NHP will track the number and make-up of these events to determine the effectiveness and efficiency of this level of enforcement.

**Badge on Board (BOB) Events**

NHP's Badge on Board Program focuses on enforcement of Hazardous Moving Violations of passenger vehicles in the vicinity of CMV's, as well as CMV's, in the urban areas of Nevada. NHP rents a CMV and equips it with temporary enforcement tools (Radar, NHP radio, and in-vehicle camera system). A CDL driver and sworn Trooper patrol the interstate routes of Las Vegas and Reno, and upon witnessing a hazardous moving violation radios other MGSAP Troopers in the area for enforcement action. These activities take place in High Crash areas, with emphasis in Work Zones.

Much like the other strike forces, these events are staffed with 5-7 Troopers and a Supervisor, targeting an area for 2-3 days.

- NHP's goal is to conduct **6 Badge on Board Operations** for FFY24.

Due to low staffing levels, Nevada was unable to maintain the non-CMV traffic enforcement activities as required in 49 CFR 350.227 to the 2014/2015 activity levels. Therefore, the traditional Badge on Board program will be utilized as public awareness and education at such events as National Night out, schools, National Truck Driver's Challenge, etc.

**Enter the data source and capture date:**

MCMIS as of 5/26/23

**Projected Goal for FY 2023 - 2025:**

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal 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
2023	0
2024	7
2025	8

Given the significant increase in CMV crashes throughout Nevada over the past several years, and with the advent of the 3-year CVSP for Nevada, the crash reduction goals continue to be refined for the FFY 2023 CVSP in order to more aggressively pursue and evaluate activities relative to a reduction in crashes. In 2019, approximately 55% of crashes were caused by unsafe driver behavior, such as failing to yield, driving too fast, unsafe lane changes, etc. National statistics indicate speeding, distracted driving and seatbelt violation are the most common driver factors in at fault CMV crashes. NHP's goal is to emphasize our presence on Nevada roadways focusing on traffic enforcement and level III driver inspections to identify and ideally, reduce unsafe driver activities thus promoting safer roadways. The FFY23 CVSP goals have been revised to more clearly identify actual numbers for crash reduction.

**Program Activities for FY 2023 - 2025: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.**

**Update for FY 2024**

**Activity 1 - High Crash Corridors Overtime Strike Force**

Nevada's known high crash corridors, specifically Las Vegas, Reno and Elko urban sections of interstate routes (I-15, I-80, I-215) will be targeted with enhanced commercial vehicle inspection and traffic enforcement Strike Force events by each of NHP's three regional commands.

NHP will conduct twelve (12) High Crash Corridor Overtime Strike Force events statewide. The events will be distributed between NHP's three regional commands, and the commands will retain flexibility to move any number of events between commands. The events will be 1-

3 days (1 day RT, 1-2 days OT), and involve a minimum of 2 staff, Sergeants and/or CVSIs on 8-10 hour shifts.

#### **Activity 2 - Rural Crash Corridors Overtime Strike Force**

Crashes on Nevada's rural highway often result in greater injury or death due to higher speeds, fewer highway safety features (wider shoulders, for example) and greater distance and time for treatment by emergency personnel.

NHP will conduct twelve (12) Rural Area Crash Corridor Overtime Strike Force events statewide. The events will be distributed between NHP's three regional commands, and the commands will retain flexibility to move any number of events between commands. The events will be 1-3 days (1 day RT, 1-2 day OT), and involve a minimum of 2 staff, Sergeants and/or CVSI on 8-10 hour shifts.

#### **Activity 3 - Work/Construction Zones Overtime Strike Force**

Work zones create traffic backups which are often at locations where drivers don't usually experience traffic delays, resulting in fatal and non-fatal crashes in these work zones. According to FMCSA data (Crash Reports - Work Zones) Nevada has had 13 fatal crashes in work/construction zones between 2017 and 2021.

NHP will conduct six (6) Work/Construction Zone Overtime Strike Force events statewide. The events will be distributed between NHP's three regional commands, and the commands will retain flexibility to move any number of events between commands. The events will be 1-3 days, and involve a minimum of 2 staff, Sergeants and/or CVSI on 8-10 hour shifts.

***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.***

#### **Update for FY 2024**

#### **High Crash Corridors**

The number of High Crash Corridors Overtime Strike Force events, including number of inspections, citations and/or violations noted for each event. Driver behaviors or vehicle defects to be targeted will be based of previous crash related trends for that area. NHP maintains a monthly CMV accident log per region to assist in identifying any driver behaviors or vehicle factors which contributed to the crashes occurring.

#### **Rural Crash Corridors**

The number of Rural Crash Corridors Overtime Strike Force events, including number of inspections citations and/or violations noted for each event. Driver behaviors or vehicle defects to be targeted will be based of previous crash related trends for that area. NHP maintains a monthly CMV accident log per region to assist in identifying any driver behaviors or vehicle factors which contributed to the crashes occurring.

#### **Work/Construction Zones**

The number of Work/Construction Zone Overtime Strike Forces events, including number of inspections, citations and/or violations noted for each event. Driver behaviors or vehicle defects to be targeted will be based of previous crash related trends for that area. NHP maintains a monthly CMV accident log per region to assist in identifying any driver behaviors or vehicle factors which contributed to the crashes occurring.

#### **Special Emphasis Check Site Events**

The number of special emphasis check sites conducted and the emphasis for the event. The emphasis will be based off vehicle trends, such as brakes, tires, lighting etc..for the particular region in order to actively enforce the trend or needed emphasis. The emphasis will be identified and the event reporting will include the number of inspections, citations and/or violations noted for the event as a whole. The focused emphasis will also be included to determine the effectiveness of the check site event.

#### **CMV Saturation Events**

The number of CMV saturation events conducted and the emphasis for the event. The emphasis will be to target roadways in more rural areas where CMVs travel, avoiding areas with a higher Trooper presence. The location will be identified and the event reporting will include the number of inspections, citations and/or violations noted for the event as a whole. The focused emphais will also be included to determine the effectiveness of the saturation event.

**Part 2 Section 3 - Roadside Inspections**

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

In this section, provide a trend analysis, an overview of the State’s roadside inspection program, and projected goals for FY 2023 - 2025. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

**Note:** In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.

**Trend Analysis for 2017 - 2021**

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	2807	3647	4029	3790	4260
Level 2: Walk-Around	24094	20582	21613	22051	18975
Level 3: Driver-Only	7279	9017	7449	5723	10762
Level 4: Special Inspections	0	46	48	22	3
Level 5: Vehicle-Only	189	261	135	186	122
Level 6: Radioactive Materials	0	0	1	0	0
<b>Total</b>	<b>34369</b>	<b>33553</b>	<b>33275</b>	<b>31772</b>	<b>34122</b>

**Narrative Overview for FY 2023 - 2025**

**Overview:**

Describe components of the State’s general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

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

Inspect

**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.**

Update for FY 2024

**Nevada CMV Roadside Inspections Introduction**

NHP conducts roadside inspections in a number of ways (except at fixed facilities at entry points into the state), including daily roving patrols, check site events, strike force events, Badge On Board events, and other FMCSA or CVSA sponsored events such as Operation Brake Check or Safe Driver Week, etc. Designated roadside check site locations maintained by NDOT include areas near Sloan, Apex, Elko (2), Garson, Bordertown, Ely and Wadsworth. 3 of these sites have lighting and an overhead structure, but no other safety or comfort amenities, other than privately maintained port-a-potties.

Roadside inspections in Nevada are conducted by three (3) distinct groups of law enforcement:

- NHP Commercial Enforcement Sworn Officers
- NHP Traffic Sworn Officer
- Allied Agencies

Inspection reports are uploaded to SAFER by each of these three groups of inspectors. NHP administrative staff reviews warnings in MCMIS to identify any statewide inconsistencies such as timing issues, violation code errors, etc. NHP periodically pulls statewide or event reports for review to identify if there are training concerns that need to be addressed. NHP continues to emphasize and work with the two groups to submit quality inspection reports.

### **Inspection Goals Discussion**

#### NHP Commercial

As stated in Part 1 Section 3, the inspection goals for FFY 2024 are based on having 21 commercial sworn officers statewide, even though there may be 43 positions authorized by NHP.

While using a lower number of inspectors than in previous CVSPs, NHP is reducing the number of overall inspections, with plans to shift the efforts in the upcoming FFY 2024 year.

As requested by FMCSA, NHP does not conduct 25% of its inspections as Level I for two reasons. First, data shows the majority of CMV crashes in Nevada are driver error and not mechanical. The second is due to a lack of adequate inspections facilities and overall personnel. For example, Southern Command is limited in their ability to conduct Level I inspections in the triple digit summer temperatures. Furthermore, NHP Officers are directed to have two personnel present when conducting Level I inspections for safety reasons. NHP has several vacancies which causes difficulties having staffing available. NHP prioritizes enforcement efforts on Level II and Level III roadside inspections in order to focus on driver behavior.

To clarify the plan for NHP to achieve the overall inspection numbers with less personnel in FY24, NHP plans to adjust their inspection activities by shifting the Level II and Level III inspections conducted statewide. According to data collected by NHP, in 2019 55% of crashes, both CMV and non CMV were caused by driver error. To focus on unsafe driving behaviors, Nevada plans to conduct approximately 50% of their overall inspections as Level III's. Not only will this place an emphasis on unsafe driving behavior, this will allow NHP officers to be more efficient in their enforcement duties.

#### NHP Traffic

NHP Traffic officers conduct commercial vehicle inspections on an irregular basis and only after their other traffic duties are complete. NHP Traffic sworn officers maintain certifications conduct Level II or Level III inspections. The number of inspections expected from approximately 27 NHP Traffic Officers for FFY24 remains the same as the previous year, or approximately 1,000 inspections.

NHP traffic officers are primarily certified in the rural areas which gives more commercial enforcement coverage throughout the state. This increases NHP's efforts to support the "rural roads" initiative.

NHP Traffic officer inspections are included in Nevada's MCMIS inspection totals, but are not part of the NHP Commercial inspection goals.

#### Allied Agencies

Allied agencies conduct Level I, II or III commercial vehicle inspections as well. Allied agency personnel often attend NAS Part A and B classes taught by NHP instructors. For FFY24, NHP expects approximately 500 inspections uploaded to MCMIS by Nevada allied agencies. These inspections do not count towards NHP's inspection goals.

### **Nevada Driver/Vehicle Inspection Emphasis Areas**

NHP will continue with roving patrols and check site operations as the primary basis for conducting roadside inspections. Other events, such as 72 hour checksite and strike force events occurring in the spring and fall and CVSA sponsored events will also be used to achieve the inspection goals.

#### Level I, II and III Inspections

NHP's FFY24 goal for the total number of Level I, II and III non-hazmat roadside inspections is 27,876 19,517. The FFY24 goal for the total number of Level I and II hazmat inspections is 2,447 1,428 NHP will emphasize traffic officers certified in BA 4713 to conduct level III inspections to increase their presence in rural areas, focusing on traffic enforcement.

#### Passenger Vehicle Inspections

Passenger carrier CMV safety is a major safety focus area, as the transportation of passengers inherently carries with it an increased risk of multiple injuries or fatalities when a crash occurs.

NHP will conduct 60 Level I and 80 Level V passenger vehicle inspections during FFY24. Please refer to Part 3 Section 2 – Passenger Carrier Enforcement for more detailed information.

#### Migrant Worker Transportation in Rural Areas

According to Farm Flavor, a website dedicated to profiling farmers and ranchers, "Agriculture is one of Nevada's most important industries. Most of the state's agriculture is aimed toward range livestock production, where cattle and calves dominate. Other important livestock commodities include dairy, sheep, lambs and hogs. Although small in number, the state's ranches rank third in the U.S. for size at an average of 3,500 acres each. Agricultural crops mostly consist of alfalfa hay, alfalfa seed, potatoes, barley, wheat, rye, oats, vegetables, mint, garlic and onions, and some fruits.

The Silver State, home to more than 2,900 farms and around 5.8 million acres of farmland, has mostly mountainous and desert terrain....."

To illustrate the number of workers involved, an April 7, 2020 Mason Valley News article by Amy Alonzo describes one of the largest commercial growers in Nevada, Peri & Sons near Yerington. The article states that Peri & Sons hire more than 1,400 seasonal employees annually to plant and harvest 400 million pounds of onions a year. Another producer in the Mason Valley, Snyder Family Farms, shipped 75 to 100 truckloads of onions per day during the pandemic due to demand.

While Nevada may have a significant migrant worker population, over the past decade crashes involving migrant transportation have been few. NHP does not have a specific migrant worker transportation safety enforcement strategy, but recognizes the potential for these types of crashes exists. NHP will coordinate with FMCSA and monitor and review passenger transportation activities in areas with high numbers

of migrant workers. **During FFY23 no migrant crashes occurred. NHP will continue to monitor during FFY24** to determine if a need exists to address this issue with a more targeted enforcement plan.

#### Enforcement of Out of Service Orders at Roadside

49 CFR Subsection 350.211 requires all enforcement personnel conducting an inspection roadside to include a check a carrier's USDOT number or other identifiable information to ensure they are not operating with an Out-of-Service (OOS) order. FMCSA requires states to properly identify carriers operating in violation of a Federal OOS order and to place the vehicle out-of-service. Enforcement personnel are instructed to utilize FMCSA portal systems such as Query Central to identify any OOS orders. In addition, Nevada utilizes Drivewyze pre-clearance system and our State CVIEW which will also identify OOS orders through the federal database. If none of those systems are available, inspectors are required to call NHP dispatch to have them run the vehicle and DOT numbers through their system to determine if an OOS order exists.

Based on reporting through May 31, 2021, Nevada's OOS catch rate for FFY21 YTD is 91% of all OOS carriers identified. For Imminent Hazard and Unsatisfactory/Unfit carriers, the most recent data is for FFY21, for which Nevada has identified two Unsatisfactory/Unfit carriers YTD. The goal is at least 85% of OOS carriers with an Imminent Hazard and Unsatisfactory/Unfit order.

Please see Part 3 Section 1 where NHP states that no specific goal is established, but NHP will maintain effective enforcement of Federal OOS orders during roadside inspection and enforcement activities.

#### Electronic Logging Devices and the Use of eRODS and Data Transfer

To meet roadside electronic reporting requirements, an ELD must support one of two options for data transfer – either telematics via wireless Web services and email, or local transfer via USB.2.0 and Bluetooth. FMCSA's preferred method is to use the webservices option.

Offices conducting inspections should utilize eRODS during all inspections when an ELD is present. The FMCSA goal is a utilization rate for the webservices transfer be at least 85%, with a target goal of 100% webservices usage.

#### Human Trafficking / Human Smuggling / Drug Interdiction

NHP, being one of the first agencies to partner with Truckers Against Trafficking, has a long history of combatting Human Trafficking. The same can be said regarding Drug Interdiction.

In past enforcement events (72 hour checkpoint operations, various strike forces, etc) NHP has partnered with drug interdiction teams in the event a CMV involved in trafficking is contacted. This typically consists of a drug detection K9 with handler and two (2) additional interdiction team members. NHP has also supported Interdiction Team operations by providing a CMV inspector for inspections as needed. Last year, NHP in Southern Command took this a step further and partnered with LVMPD's Southcentral Flex Squad to target an area near a local Truck Stop with known prostitution and illegal parking of CMV's. In these operations, NHP Commercial Enforcement conducted enforcement on the CMV's while LVMPD handled the prostitution / pandering component. Two operations were conducted with more planned in the upcoming year. Although no victims of Human Trafficking were contacted, literature regarding the epidemic was distributed to those contacted.

NHP **has procured** a K9 to be assigned to Commercial Enforcement **activities 75% of the time, which was procured with state funds.** Having a K9 and handler attached to Commercial Enforcement will provide a quicker response time in the event a CMV possibly engaged in trafficking is contacted. For testing and evaluation purposes, the initial team will be assigned in Southern Command.

NHP will also continue to mandate any certified Commercial Inspector attend the 4 hour Truckers Against Trafficking training on a bi-annual basis.

#### DAHC Prohibited Drivers

NHP has a long standing rule that with every CMV inspection, a CDLIS records check (or if CDLIS is not available, a dispatch driver's license check) is conducted. Based on data provided from the FMCSA Clearing house. As of April 2023, Nevada is at an **45% catch rate.** **NHP will continue its current practice of requiring a CDL check with each inspection and provide allied agencies conducting inspection with training concerning the DAHC requirements in an effort to reach the goal of 85% by 2025.**

## **Projected Goals for FY 2023 - 2025**

### **Instructions for Projected Goals:**

*Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2023 - 2025. For FY 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:** NEVADA HIGHWAY PATROL

**Enter the total number of certified personnel in the Lead agency:** 38

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1790	206	60	2056	9.75%
Level 2: Walk-Around	6928	1223		8151	38.65%
Level 3: Driver-Only	10800			10800	51.22%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			80	80	0.38%
Level 6: Radioactive Materials				0	0.00%
<b>Sub-Total Lead Agency</b>	<b>19518</b>	<b>1429</b>	<b>140</b>	<b>21087</b>	

**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	%
<b>Sub-Total Subrecipients</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Non-Funded Agencies**

Total number of agencies:	2
Enter the total number of non-funded certified officers:	8
Enter the total number of inspections projected for FY 2024:	100

**Summary**

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
<b>MCSAP Lead Agency: NEVADA HIGHWAY PATROL</b>					
<b># certified personnel: 38</b>					
<b>Subrecipient Agencies:</b>					
<b># certified personnel: 0</b>					
<b>Number of Non-Funded Agencies: 2</b>					
<b># certified personnel: 8</b>					
<b># projected inspections: 100</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1790	206	60	2056	9.75%
Level 2: Walk-Around	6928	1223		8151	38.65%
Level 3: Driver-Only	10800			10800	51.22%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			80	80	0.38%
Level 6: Radioactive Materials				0	0.00%
<b>Total MCSAP Lead Agency &amp; Subrecipients</b>	<b>19518</b>	<b>1429</b>	<b>140</b>	<b>21087</b>	

**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.

Update for FFY 2024 NHP's total inspection goal of 21,087 is established for the NHP Commercial section only and does not include inspections by NHP Traffic nor allied agencies. The total number of inspections that show up on SafetyNet however, include inspections by NHP Traffic and NHP's allied agencies. NHP Commercial has no jurisdiction over the number or type of inspections these two groups provide. - The preceding paragraph is incorrect. The correct total inspection goal for NHP is 21087. Detailed explanation below. For a historical overview, the Nevada Highway Patrol Commercial section since 2012 has committed, on a yearly basis, to 23,581 commercial vehicle safety inspections. That number was raised in 2018 to 23,751, an increase of 170. In addition, NHP, at full sworn staffing levels is allocated forty-three (43) commercial troopers statewide based on an historical ratio of ten (10) percent commercial troopers to traffic troopers. The inspection goals are based on staffing levels that are forecast for that year's eCVSP, and then broken down by inspection level and region. In 2021 the Level II and Level III inspection goals were transposed. This is consistent with data driven analytics suggesting driver inattention and fatigue were a leading contributing factor to CMV crashes. This realigned focus on the driver was explained in the 2021 eCVSP. At the conclusion of FFY2021, NHP statewide sworn staffing levels had decreased by 38 positions and as a state we did not meet our target goal of 11,832 Level III inspections. NHP completed 8,936 Level III inspections. The end of year report for FFY2021 for total Level III inspections completed by all available inspectors statewide per MCMIS was 9,879, which was 1,953 inspections below the target goal. In review of the FFY2022 eCVSP the emphasis continued to be Level III inspections. Despite underperforming in FFY2021, the FFY2022 Level III inspection goals were raised statewide by an additional 3,604 inspections. Evidence available at the time of the authoring of the FFY2022 eCVSP showed that the FFY2021 goal was missed by approximately 1,900 Level III inspections, thus an increase was not justified or achievable. At the same time and for the second year in a row, NHP experienced the additional loss of sworn staff. In conjunction with the decreasing resources and the increased goal numbers for Level III inspections, an error was made in calculating the total number of inspections as stated in the eCVSP. On page 23 in the Projected Goals for FFY2022, Roadside Inspections, a Hazmat category was listed as having 2,117 Hazmat inspections. Historically the total number of inspections were established, and the Hazmat category was a representation of the percentage of the total number, not to be added to the total. This addition error for Hazmat inspections coupled with raising the Level III inspections resulted in the total number of inspections was raised from 23,751 to 29,133. The goals should not have been raised. Considering the continued personal attrition, they should have been left at 23,751 or lowered, based on available staffing at the time. In a ten (10) year period preceding the FFY2022 eCVSP our goals as a state had only been raised by 170 inspections with a more robust staff present at that time. As the FFY2022



eCVSP has been reviewed a third area of concern was discovered. On the internal Goal Achievement reporting form, where we track inspections monthly, the form was never updated to reflect the change from 23,751 to 29,133. The author of the FFY2023 eCVSP, relying on the formula calculations this form provides, was not given an accurate representation percentile of progress. The FFY2022 goals had been increased to 29,133, however the calculations were based on 23,751 which populated a percentage of the goal that was in excess of the actual number reflected in percentage totals. This was not discovered or addressed and for a second year in a row our statewide goals in the FFY2023 eCVSP were left at an unattainable level of 29,133. For the FFY2023 our staffing levels had again decreased to a historic low of 340 sworn troopers statewide. As stated previously, NHP is allocated 43 commercial troopers, approximately 10% of total troopers. For FFY2023 that number had been reduced to 21 statewide, at present this is approximately 6% of the sworn traffic troopers, statewide. The unsubstantiated increase in inspection goals and the dramatic reduction in staff has left a situation where the stated goals for FFY2022 were unobtainable. Several concerns were discovered in the previous 3 CVSP's that unfortunately are not correctable. This explanation is to acknowledge that these errors were discovered and provide reasoning of why the FFY2024 inspection goals were adjusted from the original submission of the FFY2023 (1st of 3 years).

**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.**

<b>Projected Goals for FY 2024 Roadside Inspections</b>	<b>Lead Agency</b>	<b>Subrecipients</b>	<b>Non-Funded</b>	<b>Total</b>
Enter total number of projected inspections	29133	0	3550	32683
Enter total number of certified personnel	69	0	62	131
<b>Projected Goals for FY 2025 Roadside Inspections</b>				
Enter total number of projected inspections	29133	0	3550	32683
Enter total number of certified personnel	69	0	62	131

**Part 2 Section 4 - Investigations**

Please review your State’s investigation goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 2017 - 2021**

Investigative Types - Interstate	2017	2018	2019	2020	2021
Compliance Investigations		0	0	0	0
Cargo Tank Facility Reviews		0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)		0	1	1	1
CSA Off-Site		0	0	0	0
CSA On-Site Focused/Focused CR	38	18	10	10	16
CSA On-Site Comprehensive	5	4	3	4	3
<b>Total Investigations</b>	<b>43</b>	<b>22</b>	<b>14</b>	<b>15</b>	<b>20</b>
Total Security Contact Reviews	0	1	1	0	0
Total Terminal Investigations	1	0	0	4	13

Investigative Types - Intrastate	2017	2018	2019	2020	2021
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive					
<b>Total Investigations</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total Security Contact Reviews					
Total Terminal Investigations					

**Narrative Overview for FY 2023 - 2025**

**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 2023 - 2025**

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2023 - 2025.

Projected Goals for FY 2023 - 2025 - Investigations						
Investigation Type	FY 2023		FY 2024		FY 2025	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	40	0	40	0	40	0
CSA On-Site Comprehensive	10	0	10	0	10	0
<b>Total Investigations</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

Update for FY 2024 For FFY23, two (2) Investigator positions were certified to conduct investigations (full time), however one resigned in April of 2022. NHP is actively recruiting a replacement. Taking onboarding, training and initial certification requirements, it is anticipated the new investigator will not be in service for one (1) year. All Investigators are required to obtain their initial certification by conducting a minimum of 9 supervised comprehensive investigations. To maintain certifications, each investigator will complete a minimum of 9 investigations, 9 of which will be On-Site Comprehensive investigations. This maintenance requirement is based of CVSA Ops Policy 4, Appendix A which was recently added in August of 2021.

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

**1 - Southern Command Investigations**

1 full-time Investigator in Southern Command (Las Vegas) will be responsible for completing a minimum of 25 investigations on interstate carriers, the type of investigations to be determined by FMCSA. Six of which shall be on-site comprehensive investigations (currently vacant).

**2 - MCSAP Office Investigations**

1 full-time Investigator in the MCSAP Office (Carson City) will be responsible for completing a minimum of 25 investigations on interstate carriers, the type of investigations to be determined by FMCSA. Six of which shall be on-site comprehensive investigations.

**3 - Proposed Investigator position for the north. Due to the hiring and onboarding process it is anticipated to fill this position in FFY24.**

**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.**

**1 - Southern Command Reviews**

Number of reviews on interstate carriers conducted by the Southern Command investigator.

**2 - MCSAP Office Reviews**

Number of reviews on interstate carriers conducted by the MCSAP office investigator(s).

NHP Commercial Commander will monitor monthly progress of each of the two investigators assigned reviews, reviews in progress, and completed reviews. NHP will work with the Nevada FMCSA Division Office to ensure sufficient reviews are assigned to each investigator.

**Part 2 Section 5 - Traffic Enforcement**

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 2017 - 2021**

**Instructions:**

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2021	12/31/2021	5103	8285
01/01/2020	12/31/2020	3424	5737
01/01/2019	12/31/2019	4968	5944
01/01/2018	12/31/2018	6483	8213
01/01/2017	12/31/2017	4110	4474

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2021	09/30/2022	769	783
10/01/2020	09/30/2021	751	712
10/01/2019	09/30/2020	368	332
10/01/2018	09/30/2019	1741	1739
10/01/2017	09/30/2018	1870	1512

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

The number of Documented CMV Traffic Enforcement Stops with an Inspection is from FMCSA's MCMIS data snapshot as of 09/30/2022. The number of Documented Non-CMV Traffic Enforcement Stops is from NHP internal records tracking Badge On Board activity. Badge On Board is designed to stop non-CMV's committing unsafe driving behaviors in the vicinity of a large truck or bus.

**Narrative Overview for FY 2023 - 2025**

**Instructions:**

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

**Update for FY 2024**

**NHP Traffic Enforcement Programs Overview for FFY23-25**

There are four CMV traffic enforcement activities that fall within the CMV traffic enforcement overview and are reported back to FMCSA:

**1. CMV traffic enforcement** based on observed unsafe driving behavior **with an associated inspection**. Unsafe driving behaviors are synonymous with a hazardous moving violation(s). These violations include but are not limited to, due care, following too close, aggressive driving, reckless driving, unsafe lane changes. Speeding is also considered a hazardous moving violation, however in Nevada speeding statistics are maintained as their own classification. Nevada focuses their enforcement efforts on the "Big 5". These are the 5 categories where crashes have been identified as a result of one or more of these categories being violated. Nevada's "Big 5" are, DUI, Speed, Hazardous Moving Violations, Distracted Driving (texting or cell phone use) and Occupant Restraints.

Simultaneously our CVE Troopers have increased their inspection activities both at check-sites and during roving mobile enforcement. All of these activities are designed to reduce crashes, increase education and visibility and meet the required inspection/enforcement activities that Nevada averaged in 2014/2015.

**2. CMV traffic enforcement** based on observed unsafe driving behavior **without an inspection**.

Nevada will now be tracking traffic stops conducted on CMV's without an inspection across the state by all Troopers towards our overall inspection/enforcement goals. This is going to have a significant impact on safety and move towards industry accountability throughout Nevada. Currently Nevada has CVE Troopers assigned to Las Vegas, Elko and Reno, Nevada. Having the ability to have traffic enforcement Troopers across the state take enforcement action against CMV's will help reduce our total crash rate involving CMV's. Our CVE teams have conducted and continue to plan large scale enforcement events across the state, pushing into the interior and rural parts of Nevada. Combining these events with traffic enforcement Troopers will have a larger impact on driver safety and deterring poor driving behavior.

**3. Non-CMV traffic enforcement** when necessary to promote safe operation **in and around CMVs** (This activity will continue during normal routine patrols, which is not subject to MCSAP reimbursement).

**4. Comprehensive and High Visibility TE In High Risk Locations and Corridors.**

A **CMV traffic enforcement stop/contact** occurs when NHP law enforcement (or allied agencies) stop a CMV roadside due to a moving violation committed by that CMV. A citation is not necessary for a traffic enforcement stop/contact to occur. NHP officers conducting inspections are trained and reminded on a regular basis by their Sergeants of the importance of recording a traffic enforcement stop/contact on their inspection report. The source for this data is FMCSA MCMIS.

NHP officers at the roadside are required to conduct an inspection during a CMV traffic enforcement stop/contact. **Non-inspection CMV traffic enforcement stops** may occur during some enforcement events based on individual circumstances. If so, the event report will indicate the number of non-inspection traffic enforcements contacts. NHP does not set a goal for non-inspection CMV traffic stops/contacts.

**Non-CMV traffic enforcement stops/contacts** target the unsafe driving behaviors of passenger car drivers in the vicinity of CMVs. NHP's Badge On Board program, wherein an NHP Trooper rides in a rented CMV and observes unsafe driving by passenger vehicles will advise Troopers stationed along the way to pull over the offending passenger car. See Part 2 Section 2 – CMV Crash Reduction for more detailed explanation of the NHP Badge On Board program. The source for this data is NHP Event Reporting. **As stated above, non CMV traffic enforcement stops/contacts will continue during normal routine patrol and not subject to MCSAP reimbursement.**

**Comprehensive and high visibility enforcement events in high risk locations** are conducted by NHP on a regular basis. These events are called NHP Strike Force Events, are focused on either High Crash Corridors, Work/Construction Zones, and Rural roadways. See Part 2 Section 2 – CMV Crash Reduction for more detailed explanation of the NHP Strike Force program. The source for this data is NHP Event Reporting.

NHP historically certified a number of rural Troopers to conduct NAS Inspections. These Trooper's are not assigned to Commercial Enforcement, but inspections are an ancillary task. NHP is currently in the process of revitalizing this mandate, which will result in a significant increase in Traffic Enforcement stops/contacts. NHP is also in talks to partner with Allied Agencies during certain Traffic Enforcement Strike Force Activities.

To meet the 10% increase in Traffic Enforcement stops/contacts with an inspection, Nevada intends to increase the number of Traffic Enforcement contacts with an inspection incrementally over the grant cycle. NHP Commercial Enforcement Command will place more emphasis on Mobile Roving Enforcement and Strike Force operations, which typically yield a higher probability of observing hazardous moving violations. NHP will also partner more with Allied Agencies who are certified to conduct inspections, educating their staff on the importance of documenting these types of contacts.

**Projected Goals for FY 2023 - 2025**

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2023 - 2025. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

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

		Enter Projected Goals (Number of Stops only)			
Yes	No	Traffic Enforcement Activities	FY 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	4132	4268	4408
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	750	1800	800
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	2500	2500	2500

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
21187	50	447	21684	33609



**Warning status**

The sum of your planned FY 2024 safety activities must equal or exceed the average number of 2014/2015 activities. To be eligible for reimbursement for non-CMV traffic enforcement activities, update the number of FY 2024 roadside inspections (including border inspections, if applicable), investigations, and/or new entrant safety audits to reflect the allowable amount.

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

National trends and NHP data indicate 2/3 of all crashes involving CMV's are caused by non-CMV vehicles committing hazardous moving violations around CMVS. ~~In addition to Badge on Board events,~~ NHP will emphasize these efforts in hopes to reduce CMV related crashes. MCSAP office will monitor the monthly activities of all enforcement personnel and provide consistent training throughout the state. Training also includes knowing the criteria for a traffic enforcement stop, including having the proper documentation. NHP Commercial does not monitor the traffic enforcement efforts of NHP Traffic nor of allied agencies.

Our plan to track CMV enforcement stops without an inspection is by implementation on a statewide digital reporting platform that requires daily verification and supervisory approval for accuracy to include traffic stops made on CMV's. These statistics can be made available through our internal reports and the new reporting platform is near the end of development and implementation is imminent. These analytics will be reported in the quarterly reports to FMCSA. The information will be reviewed by the MCSAP commander as well as reviewed with each region commercial Lieutenant on the currently held monthly progress meetings. Specific metrics that will be identified is the year over year crash picture, if it is trending up or down. Locations of enforcement stops compared to where crashes involving CMV's are happening will also be looked at.

The goal for FFY24 is to track and evaluate the sustainable impact on traffic stops without an inspection conducted on CMV's, and the correlation it has in reducing crashes involving CMV's. For the foreseeable future based on current CVE Troopers Nevada will not meet the average enforcement activities required for our 2014/2015 averages.

The intent of including the traffic stops on CMV's without an inspection is to move toward the goal of meeting our 2014/2015 average requirements. Nevada recognizes that a traffic stop done on a CMV versus none at all, does have an impact on safety. Having the ability to track these activities and analyze the data will help better plan and direct our enforcement activities statewide. Currently Nevada does not have a mandate to have traffic Troopers make traffic stops on CMV's therefore our intent is not to claim any non-cmv enforcement activities until we have been able to gather the sustainable data that would give confidence to making these claims for reimbursement.



## Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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	Yes
PRISM	Enhanced Participation	Yes

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:** NHP

**Enter the agency name responsible for PRISM in the State:** Nevada Dept. of Motor Vehicles

**Narrative Overview for FY 2023 - 2025**

**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.).**

**Update for FY 2024**

**Status Overview of Nevada’s Safety Technology**

NHP is the agency responsible for ITD, and the Nevada Department of Motor Vehicles (DMV) is responsible for PRISM.

As of September 28th, 2020 Nevada **achieved an** Enhanced PRISM participation. In March of 2021, Nevada achieved **CORE** ITD compliance.

FFY24 MCSAP funds are budgeted for Commercial Vehicle Information Exchange Window (CVIEW) software operations and maintenance. CVIEW hosting and maintenance services are provided to NHP under a contract with the vendor Iteris, Inc. Iteris also provides NHP with ITS planning services, including updating the ITD Program Plan/ Top Level Design. Iteris also provides NHP with the INSPECT software inspection program which was approved by FMCSA in 2019. **NHP is currently working with Iteris to update the PP/TLD.**

**Program Activities for FY 2023 - 2025: 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.**

**Activity 1**

MCSAP funding for CVIEW hosting and maintenance.

**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).**

PRISM quarterly reports **are** completed by NV DMV.

ITD quarterly reports **are** jointly submitted by NHP & DMV

**Part 2 Section 7 - Public Education and Outreach**

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 2017 - 2021**

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

Public Education and Outreach Activities	2017	2018	2019	2020	2021
Carrier Safety Talks					2
CMV Safety Belt Education and Outreach	3	3	3	3	3
State Trucking Association Meetings	4	4	4	4	4
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events					
Teen Safety Events					

**Narrative Overview for FY 2023 - 2025**

**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.**

**Update for FY 2024**

**NHP’s Public Education and Outreach Program**

NHP is engaging in a number of different public education outreach activities during FFY24, continuing some longstanding efforts and initiating new messages as well.

- Paid Media Campaigns
- Carrier Safety Talks
- State Trucking Association Meetings
- Local Educational Safety Events
- Teen Safety Events

**Paid Media Campaigns**

NHP utilized the services of Kirvin & Doak Communications (KDC) and is currently working with R & R Partners for developing paid media messages, as the previous vendor for the Nevada Dept. of Public Safety, KDC produced messages regarding trucker seat belts usage, distracted driving, construction/work zone safety, and safe driving around passenger vehicles. Various media have been used, including outdoor billboards, radio, banner ads, pump toppers and Facebook. Specific messages have been developed to combine educational efforts with the enforcement efforts of the Badge On Board program. For FFY21, NHP paid for a Human Trafficking Campaign which included billboards throughout the state, radio spots, press releases and web service banners to bring awareness for human trafficking. This was also a collaborative effort between the Nevada Trucking Association, Truckers Against Trafficking and FMCSA.

Most recently, KDC ~~has been supporting~~ supported NHP's goal of integrating CMV safety messages with the Federal Highway Administration (FHWA) safety emphasis areas such as motorcycles, pedestrians, young drivers, etc. OTS manages the coordination of the state's highway safety plan which includes these seven different critical emphasis areas on safety.

Based on the data showing the elevated rate of involvement by young people in CMV crashes, for FFY23 NHP chose young drivers as the target audience for messaging and development of outreach materials. OTS will be incorporating these materials into the DRIVE Program, a teen traffic safety program, as well as the broader Zero Fatalities program.

NHP's current vendor is R & R Partners and we will be working on a media campaign to address speeding and seatbelt use for commercial motor vehicle drivers in cooperation with NHTSA.

Some of the media mentioned above can be found at [www.BadgeOnBoard.NV.gov](http://www.BadgeOnBoard.NV.gov). Also check out the NHP Facebook page *Truck Safe Nevada*.

- The FFY24 goal for paid media is to continue efforts to integrate CMV safety messaging into the greater transportation safety messaging stream, especially the seven critical emphasis areas. This goal is further supported by NHP Judicial Outreach Program Officers (JOP) through their involvement at teen safety events such as the DRIVE program. NHP is also hoping to extend our platform from Facebook to Twitter as well.

#### **Carrier Safety Talks**

NHP conducts training or presentations to carriers and others such as local governments and utilities that operate CMVs. Topics include HOS, maintenance requirements, driver fitness, changes to regulations and safe driving practices.

- The FFY24 goal is to present or conduct training at 36 carrier/operator events during the course of each of the three years of the CVSP.

#### **State Trucking Association Meetings**

The Nevada Trucking Association (NTA) holds regular member outreach meetings in both Las Vegas and Reno that NHP attends and participates in. In addition, NHP and the NTA have a working relationship that allows for joining any necessary meetings, teleconferences or phone calls on issues that come up without advance notice.

- The FFY24 goal for NHP's participation in state trucking association meetings (whether in person or virtual) is 4, which equates to meeting with NTA quarterly.

#### **Local Educational Safety Events**

NHP participates in any number of local or community events in order to promote CMV and/or overall safe driving behavior.

- The FFY24 goal for NHP's participation in local educational safety events is 4, which equates to participating once per quarter.

#### **Teen Safety Events**

NHP Officers often participate at school events or in the DRIVE program, both focused on educating young drivers about safe driving behaviors. In addition, NHP developed Fact Sheets and :60 videos promoting safe driving by teens around CMVs are available to use as handouts and as part of a presentation, respectively.

- The FFY24 goal for Teen Safety Events is 3.

#### **Projected Goals for FY 2023 - 2025**

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

			Performance Goals		
Yes	No	Activity Type	FY 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	36	36	36
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4	4	4
<input type="radio"/>	<input checked="" type="radio"/>	State-Sponsored Outreach Events	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	3	3	3

**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.**

**Activity 1**

This activity will be measured by a media campaign integrated within the framework of the SHSP.

**Activity 2**

Each of the 3 NHP commands will provide at least one carrier safety talk each month, for a total of 36 safety talks statewide.

**Activity 3**

NHP will attend the NTA quarterly meetings, and other meetings as necessary.

**Activity 4**

NHP Officers will attend local safety events as they are scheduled and as appropriate.

**Activity 5**

NHP will attend teen safety event as they are scheduled and as appropriate.

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

Please review your State’s SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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: NHP

Enter the agency or agencies name responsible for DataQs: NHP

Enter the agency name responsible for the Crash Data Repository: NHP

In the table below, use the drop-down menus to indicate the State’s current rating within each of the State Safety Data Quality categories, and the State’s goal for FY 2023 - 2025.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2023	Goal for FY 2024	Goal for FY 2025
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

August 17, 2023

**Narrative Overview for FY 2023 - 2025**

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

**Update for FT 2024****No problems encountered.**

**Program Activities FY 2023 - 2025: Describe activities that will be taken to achieve or maintain a “Good” (Green) rating in all measures including the overall SSDQ rating. 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.**

Each administrative assistant is responsible for routine inspection and crash data entry, inspection certifications, verifications and record keeping. All of the work completed by the staff is reviewed and reconciled by the administrative personnel within the MCSAP HQ. The state's data quality has improved over the past few years from staff attending the data quality conferences, working with FMCSA, updating their processes, reports and data base programs. The HQ staff regularly reconciles their data monthly, reviews the FMCSA leading indicators and any records to be reviewed, as well as oversees training of the captured data in Nevada's scores. NHP works with FARS to ensure accurate fatal crash records reported, amongst other annual data checks. The MCSAP Administrative Assistant IV presented with FMCSA/VOLPE Nevada best practices during the 2021 Virtual FMCSA Data Quality Seminar.

**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.**

Nevada reviews data on a daily basis within the SAFETYNET database. Administrative assistants use reports and queries to provide supporting documentation and data required to update a monthly goal achievement spreadsheet that tracks the state's status by each region as the year progresses. The goal achievement is updated each year to mirror the objectives as submitted in the CVSP.

**Part 2 Section 9 - New Entrant Safety Audits**

Please review the agency responsible for conducting New Entrant activities and the description of your State’s strategies, activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 type="radio"/>	<input checked="" 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 2017 - 2021**

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

New Entrant Safety Audits	2017	2018	2019	2020	2021
Interstate	177	183	191	216	280
Intrastate	0	0	0	0	0
<b>Total Audits</b>	<b>177</b>	<b>183</b>	<b>191</b>	<b>216</b>	<b>280</b>

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

**Narrative Overview for FY 2023 - 2025**

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



Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: <a href="#">New Entrant website (NEWS)</a>	
Date information retrieved from NEWS Dashboard to complete eCVSP	08/08/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	1704
Current Number of Past Dues	889

**Program Goal:** Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State’s discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

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

**Projected Goals for FY 2023 - 2025**

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

Projected Goals for FY 2023 - 2025 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2023		FY 2024		FY 2025	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	170	0	170	0	187	0
# of Safety Audits (Offsite)	277	0	277	0	305	0
# Group Audits	0	0	0	0	0	0
<b>TOTAL Safety Audits</b>	<b>447</b>	<b>0</b>	<b>447</b>	<b>0</b>	<b>492</b>	<b>0</b>
# of Non-Audit Resolutions	100	0	200	0	200	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.

**Update for FY 2024**

NHP currently has two Commercial Vehicle Safety Inspectors that serve as New Entrant Safety Auditors. They audit the records of new interstate motor carriers to ensure they have effective safety management programs in place in order to comply with federal regulations designed to reduce the number and severity of crashes, injuries and fatalities involving commercial motor carriers.

NHP personnel assist new motor carriers with a review of FMCSA statutes, regulations and requirements for interstate operations, as well as State laws governing motor carrier operations in Nevada.

Under the FAST Act provisions, personnel assigned to New Entrant may also do MCSAP related activities, assuming all New Entrant activities are up to date. For FFY23-25, the 2 CVSIs assigned to the New Entrant program will spend 80% of their time on New Entrant activities, and 20% of their time on MCSAP, non-New Entrant activities, assuming New Entrant activities are current.

The current New Entrant dashboard shows a total of ~~2,054~~ **1,704** assigned/unassigned audits due within a year. ~~and that number has the potential to increase each day.~~ Progress has been made to reduce the backlog of New Entrant audits. ~~This is a significant increase from this time last year. In fact, it has occurred where a carrier enters the New Entrant Program with an already past due audit date and the auditors find themselves accomodating these cases.~~

Recognizing the challenge to decrease the overdue audits as well as increase the number completed by 15%, NHP is implementing and exploring numerous strategies.

- NHP intends to add **two (2) additional** New Entrant Auditors, which will significantly increase the amount of audits completed, once the new auditors are trained. These positions have been approved in FFY23 and recruitment has started.
- NHP **is utilizing** current non MCSAP CVSI's to conduct audits on a part time basis, after attending the safety auditor course. The non MCSAP CVSI's would conduct safety audits between their state mandated duties to help assist with the excess inventory. These non-MCSAP CVSI's would be expected to conduct at least 24 audits, 6 being On-Site each year. This will also serve as a succession planning feature in the event a current Auditor leaves their position for any reason. The non MCSAP auditors would be able to transfer into the MCSAP New Entrant Auditor position and take over full-time auditor duties.

- A third strategy is utilizing the MCSAP Administrative Assistant to "vet" over due carriers, ensuring they are eligible for an audit. The vetting process would occur via email or traditional mail services. Any carrier found to be inactive or only operating in Intrastate Commerce would be asked to update to an Intrastate Carrier. A carrier which failed to respond would be subject to an OOS order for failing to respond to a Safety Audit. This would allow the Auditors to be more efficient with their time, focusing on the actual audit and not clerical work.
- NHP is currently in the process of filling the 2 newly approved New Entrant Auditor positions. Still suffering from the COVID-19 Pandemic effects, this has proven a challenge. In February of 2021 NHP intended to fill this position, however due to the State Legislative session, this was delayed to the following state fiscal year.
- NHP is also exploring the possibility of contracting with Safety Auditors outside state employment to help meet the New Entrant Safety Audit goals. This is in the informational gathering stage.
- Upon filling the two vacant Auditor positions and implementing the above strategies, Nevada's audit goals will be 110 audits per year, per auditor, equaling 440 audits per year. To meet the 15% audit increase challenge, Nevada intends to incrementally increase the number of audits conducted over the course of this funding cycle, 5% each year.

Safety Audit/New Entrant program is a unique opportunity to provide educational tools to new carriers to ensure future compliance with regulations. NHP completely understands the current output metrics are inadequate to address the States trending inventory. We are utilizing the resources currently available as well as exploring new, unique options to help address the growing inventory. Nevada offers its assurance that they are committed to the New Entrant program and will continue to address inventory concerns as time and budgets permit.

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

**1 - Safety Audits**

NHP CVSIs assigned to the New Entrant program will conduct safety audits of interstate motor carriers assigned by FMCSA. Audits will be completed and uploaded in a timely manner based upon carrier entry date.

**2 - Inspections**

Each NHP New Entrant auditor will conduct a minimum of 32 Level I inspections in order to maintain certifications, including Hazmat, Cargo Tank and Motorcoach.

**3 - MCSAP Eligible Activity**

NHP CVSIs assigned as New Entrant staff may also be assigned MCSAP related activities, based on having an up-to-date status of the New Entrant program at the time.

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

**1 - Safety Audits**

The number of Safety Audits completed and uploaded by NHP personnel, and the percentage of Safety Audits conducted within the statutory timeframe.

**2 - Inspections**

The number of Level I and/or V inspections conducted by each New Entrant personnel.

**3 - MCSAP**

The number of inspections conducted as MCSAP eligible.

The MCSAP Office will be responsible for monitoring the New Entrant activities to ensure inspectors complete the necessary New Entrant activities prior to any MCSAP related activities.

**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 2023 - 2025).*

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

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

**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

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

#### 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 2023 - 2025

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

##### Update for FY 2024

Nevada's tourist economy is supported by a large number of passenger carriers and vehicles (buses, motor coaches, passenger vans, etc) bound for and returning from Nevada's gaming resorts and other recreational destinations. Large employers in the Las Vegas area and employers in remote Nevada locations also use passenger vehicles to provide commuter options for their employees, either directly by the company or through a contracted passenger carrier. NHP's challenge is reducing the number of passenger vehicle crashes by increasing inspections while having significant restrictions not only with available personnel but where roadside passenger carrier inspections can occur. NHP commercial enforcement personnel target unsafe driving behaviors of both the passenger vehicle drivers themselves and passenger cars operating unsafely around them.

The number of reportable bus crashes in Nevada, including both fatal and non-fatal, has fluctuated between a high of 33 in CY 2019 to a low of 15 in CY 2020. There were 36 fatal and non-fatal reportable crashes in CY 2021, with 2 fatalities.

- Nevada averaged 26 fatal and non-fatal passenger carrier crashes over the 4-year period from CY 2019 through 2022, down from 29 for the previous 4-year period. The number of fatalities averaged 5 over the most recent 4-year period. The average 4-year number of crashes has now exceeded NHP's goal for the past two years.

**Projected Goals for FY 2023 - 2025: 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 2023, 2024 and 2025 must also be included.**

Objective - Maintain the number of fatal and non-fatal passenger carrier crashes to less than 22 per year, as averaged over 4 years.

**Program Activities for FY 2023 - 2025: Provide additional information regarding how these activities will be implemented.**

##### Update for FY 2024

#### Activity 1 - Conduct Inspections

NHP will conduct Level I, II, III and/or V passenger vehicle inspections during FMCSA's Motor Coach Safety Week as directed by FMCSA. No goal has been set for the number of these inspections.

As a result of NHP Passenger Vehicle Inspections (PVI) Strike Force events and/or inspections conducted on empty vehicles at destinations or checksites as the goals suggest, NHP will conduct at least 140 passenger vehicle inspections, as follows:

Level I	60 inspections
Level V	80 inspections
	140

Southern Command (Las Vegas) will conduct 50% of the inspections, or 30 Level I and 40 Level V.

Northern Command West (Reno) will conduct 38% of the inspections, or 23 Level I and 31 Level V.

Northern Command East (Elko) will conduct 15% of the inspections, or 9 Level I and 12 Level V.

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

**1 - Motor Coach Inspections**

The number of Level I, II, III and V passenger vehicle inspections conducted by NHP.

The MCSAP Office will monitor the number of inspections and coordinate with the regions regarding these activities.

<b>Part 3 Section 4 - State Specific Objectives – Past</b>
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No updates are required for this section.

**Instructions:**

*Describe any State-specific CMV problems that were addressed with FY 2022 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2022 CVSP.*

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

*Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2022 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.*

## Activity #1

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

NHP Troops trained as Judicial Outreach Program (JOP) Coordinators met with judges, city attorneys, hearings officers and others, and provided direct assistance with CMV issues. In prior years, NHP JOP Coordinators made presentations at the National Judicial College's Commercial Driver's Licensing: Judicial Education Workshop in Reno. The workshop provided judges, hearings officers and others training on the federal requirements for adjudicating cases involving CDL holders, including what constitutes a commercial motor vehicle, and study the Code of Federal Regulations.

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

Activity 1 - Internal Coordination and Training. The Training Coordinator will track regulatory and statutory changes, and provide updated information and materials to the JOP Coordinators. The Training Coordinator and JOP Coordinators will meet to review issues and review program activities. Activity 2 - Outreach. JOP Coordinators will contact (emails, phone calls, on-site visits, etc) judges, hearings officers, local attorneys or other local officials involved in the adjudication of commercial motor vehicle or driver issues. Activity 3 - Judicial Workshop. If invited, attend and participate in the National Judicial College Commercial Driver's License Judicial Education Workshop.

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

1. Training Coordinator conducted 4 JOP meetings to review regulations and outreach, in addition to numerous conference calls with JOP personnel. 2. JOP personnel had 61 documented contacts with local justice or county attorney personnel 3. No activity with the Judicial College.

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

Documentation of outreach activity is challenging, as none of the current NHP activity tracking systems have a good way for these types of activities to be reported out.

### Part 3 Section 5 - State Specific Objectives – Future

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

#### State Objective #1

##### **Enter the title of your State-Identified Objective.**

Judicial Outreach Program (JOP)

##### **Narrative Overview for FY 2023 - 2025**

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

At times federal commercial motor carrier safety regulations and state commercial motor vehicle laws can be very confusing, even to some of the more informed. Commercial vehicle moving or equipment violations are often reduced or dismissed at the local level for this reason. By doing so, local judges and city attorney's may be allowing an unqualified driver to continue to drive behind the wheel of a CMV. NHP recognizes the need for general and/or specific CMV education and guidance with local jurisdictions, and attempts to provide this by visiting local constituencies on a regular basis, or contacting them by phone or email. NHP Troops trained as Judicial Outreach Program (JOP) Coordinators meet with judges, city attorneys, hearings officers and others, and provide direct assistance with CMV issues.

##### **Projected Goals for FY 2023 - 2025:**

##### **Enter performance goal.**

1. Training Coordinator will conduct regular JOP meetings and training events during the year. 2. JOPs will have 150 contacts throughout the state. 3. Attend the National Judicial College commercial vehicles workshop, if invited.

##### **Program Activities for FY 2023 - 2025: Describe the activities that will be implemented including level of effort.**

Activity 1 - Internal Coordination and Training. The Training Coordinator will track regulatory and statutory changes, and provide updated information and materials to the JOP Coordinators. The Training Coordinator and JOP Coordinators will meet to review issues and review program activities. Activity 2 - Outreach. JOP Coordinators will contact (emails, phone calls, on-site visits, etc) judges, hearings officers, local attorneys or other local officials involved in the adjudication of commercial motor vehicle or driver issues. Activity 3 - Judicial Workshop If invited, attend and participate in the National Judicial College Commercial Driver's License Judicial Education Workshop.



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

1 - At least two (2) on-site trainings involving the Commercial Commander, Commercial Training Coordinator and the three Judicial Outreach Coordinators. 2 - Number of judicial contacts. 3 - When invited, attendance and participation in the annual Nevada Judicial College Commercial Driver's Licensing:Judicial Education Workshop.

## 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.

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$4,428,976.00	\$233,104.00	\$4,662,080.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$699,312.00
MOE Baseline:	\$2,203,048.95

**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):	\$699,312.00

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
4721 CVSI III/Training Coordinator (MCSAP PP02)	1	100.0000	\$69,962.16	\$69,962.16	\$69,962.16	\$0.00	\$0.00
4721 CVSI II (LV PP01)	1	100.0000	\$60,522.16	\$60,522.16	\$60,522.16	\$0.00	\$0.00
4721 IT Tech VI (MCSAP PP01)	1	100.0000	\$83,513.28	\$83,513.28	\$83,513.28	\$0.00	\$0.00
4721 Admin Assist II (Elko PP01)	1	100.0000	\$51,669.04	\$51,669.04	\$51,669.04	\$0.00	\$0.00
4721 DPS Officer II (Reno PP01)	1	100.0000	\$96,268.72	\$96,268.72	\$96,268.72	\$0.00	\$0.00
4721 DPS Officer II (Elko PP03)	1	100.0000	\$80,251.52	\$80,251.52	\$80,251.52	\$0.00	\$0.00
4721 Admin Assist II (Reno PP01)	1	100.0000	\$44,340.16	\$44,340.16	\$44,340.16	\$0.00	\$0.00
4721 DPS Officer II (LV PP03)	1	100.0000	\$80,251.52	\$80,251.52	\$80,251.52	\$0.00	\$0.00
4713/4721 DPS Lieutenant (Proposed MCSAP PP03)	1	50.0000	\$93,023.00	\$46,511.50	\$46,511.50	\$0.00	\$0.00
4713 DPS Officer II (Match/MOE)	1	100.0000	\$233,104.00	\$233,104.00	\$0.00	\$233,104.00	\$0.00
DPS Officer II (MOE)	1	0.0000	\$2,369,631.00	\$0.00	\$0.00	\$0.00	\$2,369,631.00
4721 CVSI II (MCSAP PP01)	1	100.0000	\$73,428.24	\$73,428.24	\$73,428.24	\$0.00	\$0.00
4721 CVSI II (MCSAP PP01)	1	100.0000	\$66,616.88	\$66,616.88	\$66,616.88	\$0.00	\$0.00
4721 CVSI II (LV PP02)	1	100.0000	\$66,303.68	\$66,303.68	\$66,303.68	\$0.00	\$0.00
4721 CVSI II (SA-approved MCSAP PP01)	1	100.0000	\$63,965.12	\$63,965.12	\$63,965.12	\$0.00	\$0.00
4721 CVSI II (SA-approved Elko PP01)	1	100.0000	\$68,903.24	\$68,903.24	\$68,903.24	\$0.00	\$0.00
4721 Management Analyst II (MCSAP PP01)	1	100.0000	\$66,255.88	\$66,255.88	\$66,255.88	\$0.00	\$0.00
4721 GPA II (MCSAP PP01)	1	100.0000	\$63,450.12	\$63,450.12	\$63,450.12	\$0.00	\$0.00
4721 Admin Assist IV (MCSAP PP01)	1	100.0000	\$62,965.12	\$62,965.12	\$62,965.12	\$0.00	\$0.00
4721 Admin Assist II (LV PP01)	1	100.0000	\$47,785.36	\$47,785.36	\$47,785.36	\$0.00	\$0.00
4721 Admin Assist II (MCSAP PP01)	1	100.0000	\$44,340.16	\$44,340.16	\$44,340.16	\$0.00	\$0.00
4721 CVSI II (Proposed MCSAP PPO01)	6	100.0000	\$65,303.68	\$391,822.08	\$391,822.08	\$0.00	\$0.00
<b>Subtotal: Salary</b>				<b>\$1,862,229.94</b>	<b>\$1,629,125.94</b>	<b>\$233,104.00</b>	<b>\$2,369,631.00</b>
Overtime Project Costs							
MCSAP eligible activities	78	100.0000	\$6,550.00	\$510,900.00	\$510,900.00	\$0.00	\$0.00
<b>Subtotal: Overtime</b>				<b>\$510,900.00</b>	<b>\$510,900.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>TOTAL: Personnel</b>				<b>\$2,373,129.94</b>	<b>\$2,140,025.94</b>	<b>\$233,104.00</b>	<b>\$2,369,631.00</b>
<b>Accounting Method:</b>	<b>Modified Accrual</b>						

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

**Update for FY 2024**

**Personnel Cost Narrative**

The salary and benefit costs incurred by Officers, Sergeants, Lieutenants and CVSIs, when conducting MCSAP-eligible activities, are the basis for NHP's state share for MCSAP grant funds. Currently there are 43 BA 4713 positions that make up the NHP's state share. The chart above only shows 1 which is reflective of the 43 positions.

MCSAP grant funds are used to support 26 positions within NHP. These positions include:

8 Administrative

- 1 Administrative Assistant IV – SafetyNet and data quality
- 3 Administrative Assistant II – Office support and data entry in 3 NHP regions
- 1 Administrative Assistant II – MCSAP office support
- 1 Information Technology Tech VI – IT support
- 1 Grants & Projects Analyst II – Grants and projects management
- 1 Management Analyst II – State accounting and fiscal management

13 Commercial Vehicle Safety Inspectors (CVSI)

- 1 CVSI III – Training Coordinator, MCSAP office
- 1 CVSI II – New Entrants, Northern Nevada
- 1 CVSI II – New Entrants, Southern Nevada
- 2 CVSI II – New Entrants, Northern Nevada (approved, not hired)
- 1 CVSI II – Compliance Reviews, Northern Nevada
- 1 CVSI II – Compliance Reviews, Southern Nevada
- 6 CVSI II - CMV Inspections (proposed, not filled yet), 2 in each of the 3 regions.

5 Sworn Positions

- 1 DPS Officer II (Reno) – Judicial and Public Outreach
- 1 DPS Officer II (Elko) – Judicial and Public Outreach
- 1 DPS Officer II (LV) – Judicial and Public Outreach
- 1 DPS Lieutenant (MCSAP) – Frontline oversight of MCSAP operations

BA 4721 is developed and managed through the Nevada Executive Budget System (NEBS) for the expenditure and receipt of MCSAP funds. Costs included in this CVSP are based on costs budgeted in NEBS.

The MCSAP staff are supervised by the NHP Commercial Commander stationed in the MCSAP office. The Commercial Commander is responsible for the oversight of the NHP commercial program, as well as other state programs such as the Size and Weight program, school bus inspections and the crashed/disabled vehicle, "Get them off the road" State Auto Return towing program.

For the FFY24 CVSP, NHP is including the previous FFY proposed Management Analyst II, and two CVSI's that have been approved by the Nevada Legislature. The MA II position ~~would~~ will assume the state accounting and fiscal duties currently being performed by the Grants & Projects Analyst. The CVSI II positions are in the hiring process and the Management Analyst position has been filled. ~~is expected to be hired within FFY24.~~

Overtime is accrued by non-MCSAP funded staff (BA 4713) on MCSAP-eligible activities. The overtime expenses are journal vouchered between accounts, and then reimbursed through the MCSAP reimbursement process. All overtime is documented on Event Reports. The budget for OT is based on Trooper II salaries and activities noted in the crash reduction activities section. These include rural strike force, work zone, high crash corridor and Badge on Board over time events.

### Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

**Fringe costs method: Aggregated Rate - documentation added to 'My Documents' to describe rate calculation**

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
4721 CVSI II (MCSAP PP01)	35.9912	100.0000	\$61,616.88	\$22,176.67	\$22,176.67	\$0.00	\$0.00
4721 GPA II (MCSAP PP01)	36.6561	100.0000	\$58,965.12	\$21,614.28	\$21,614.28	\$0.00	\$0.00
4721 CVSI III/Training Coordinator (MCSAP PP02)	49.0663	100.0000	\$66,962.16	\$32,855.87	\$32,855.87	\$0.00	\$0.00
4721 IT Tech VI (MCSAP PP01)	32.5437	100.0000	\$80,513.28	\$26,202.03	\$26,202.03	\$0.00	\$0.00
4721 Admin Assist IV (MCSAP PP01)	36.6561	100.0000	\$58,965.12	\$21,614.28	\$21,614.28	\$0.00	\$0.00
4721 Admin Assist II (LV PP01)	41.9812	100.0000	\$43,785.36	\$18,381.60	\$18,381.60	\$0.00	\$0.00
4721 Admin Assist II (MCSAP PP01)	43.7443	100.0000	\$40,340.16	\$17,646.51	\$17,646.51	\$0.00	\$0.00
4721 Admin Assist II (Reno PP01)	43.7443	100.0000	\$40,340.16	\$17,646.51	\$17,646.51	\$0.00	\$0.00
4721 Admin Assist II (Elko PP01)	40.2981	100.0000	\$47,669.04	\$19,209.70	\$19,209.70	\$0.00	\$0.00
4721 DPS Officer II (LV PP03)	61.8315	100.0000	\$75,251.52	\$46,529.16	\$46,529.16	\$0.00	\$0.00
4721 CVSI II (LV PP02)	50.3154	100.0000	\$61,303.68	\$30,845.16	\$30,845.16	\$0.00	\$0.00
4721 CVSI II (LV PP01)	37.3159	100.0000	\$56,522.16	\$21,091.74	\$21,091.74	\$0.00	\$0.00
4721 CVSI II (SA-Proposed MCSAP PP01)	36.6561	100.0000	\$58,965.12	\$21,614.28	\$21,614.28	\$0.00	\$0.00
4721 CVSI II (SA-Proposed Elko PP01)	34.1543	100.0000	\$70,428.24	\$24,054.28	\$24,054.28	\$0.00	\$0.00
4721 DPS Officer II (Reno PP01)	31.1092	100.0000	\$92,268.72	\$28,704.03	\$28,704.03	\$0.00	\$0.00
4721 DPS Officer II (Elko PP03)	61.8315	100.0000	\$75,251.52	\$46,529.16	\$46,529.16	\$0.00	\$0.00
4721 CVSI II (MCSAP PP01)	34.1543	100.0000	\$70,428.24	\$24,054.28	\$24,054.28	\$0.00	\$0.00
4721 Management Analyst II (MCSAP PP01)	35.9912	100.0000	\$61,616.88	\$22,176.67	\$22,176.67	\$0.00	\$0.00
4713/4721 DPS Lieutenant (Proposed MCSAP PP03)	59.3424	50.0000	\$94,795.20	\$28,126.87	\$28,126.87	\$0.00	\$0.00
CVSI II (Proposed MCSAP PPO2)	50.3154	100.0000	\$61,303.68	\$30,845.19	\$30,845.19	\$0.00	\$0.00
CVSI II (Proposed MCSAP PP02)	50.3154	100.0000	\$61,303.68	\$30,845.19	\$30,845.19	\$0.00	\$0.00
CVSI II (Proposed MCSAP PP02)	50.3154	100.0000	\$61,303.68	\$30,845.19	\$30,845.19	\$0.00	\$0.00
CVSI II (Proposed MCSAP PP02)	50.3154	100.0000	\$61,303.68	\$30,845.19	\$30,845.19	\$0.00	\$0.00
CVSI II (Proposed MCSAP PP02)	50.3154	100.0000	\$61,303.68	\$30,845.19	\$30,845.19	\$0.00	\$0.00
CVSI II (Proposed MCSAP PP02)	50.3154	100.0000	\$61,303.68	\$30,845.19	\$30,845.19	\$0.00	\$0.00
<b>TOTAL: Fringe Benefits</b>				<b>\$676,144.22</b>	<b>\$676,144.22</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

The 2023-2025 Biennium Fringe Benefit rates have been attached to the FY24 CVSP. The SFY24 State of Nevada fringe assessment rates are not yet available, but may be updated upon release. Current SFY23 rates have been attached to the FFY23 CVSP, and re-calculated by percentage as requested. Fringe benefits were totaled for each employee with their respective retirement contribution rate, which was used to determine the Fringe Benefit Rate for each employee. The current State of Nevada Fringe Benefit Rate memorandum is attached for reference. **A 12% pay increase was approved by 2023 Legislature. The above costs will be recalculated once the new rates are published.**



**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
OOS Conf - CVSA Fall	10	5	100.0000	\$25,000.00	\$25,000.00	\$0.00	\$0.00
OOS Conf - CVSA Spring	10	5	100.0000	\$25,000.00	\$25,000.00	\$0.00	\$0.00
OOS Training - DIAP	10	3	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$0.00
OOS Training - SafetyNet	4	5	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
IS - Routine Enforcement, Inspections, Meetings	114	1	100.0000	\$150,000.00	\$150,000.00	\$0.00	\$0.00
IS/OOS Training - Off-Site Compliance Reviews	2	2	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
OOS Conf - NAIC	2	4	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
IS Training - NAS, Cargo, HM, etc	50	5	100.0000	\$73,000.00	\$73,000.00	\$0.00	\$0.00
OOS Training - Investigative Safety Analysis/Safety Audits	10	10	100.0000	\$50,000.00	\$50,000.00	\$0.00	\$0.00
OOS Training - COHMED	6	5	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
OOS Training - NAS, Cargo, etc	15	5	100.0000	\$37,500.00	\$37,500.00	\$0.00	\$0.00
OOS Training - ELDs	3	3	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
ITD/MCSAP Planning Meeting	5	5	100.0000	\$7,000.00	\$7,000.00	\$0.00	\$0.00
<b>TOTAL: Travel</b>				<b>\$413,500.00</b>	<b>\$413,500.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

**Update for FY 2024**

Revision of travel costs were changed 6/8/23 based on FFY23 final award. Travel has been increased by \$38,510 total to more accurately reflect true costs of travel based on number of staff per event. (OOS Training - DIAP increased to \$25,000, OOS Training - SafetyNet increased to \$10,000, IS Training - NAS - Cargo, HS decreased to ~~\$85,000~~, **\$73,000**, OOS Training - **ELDs decreased to \$6,000**).

**Training**

In-State (IS) training supports Officer/CVSI/Civilian/Allied Agency staff attendance at **NAS, Hazmat, Cargo Tank, OBP, Passenger Carrier and other CMV related** training classes conducted in Nevada.

Out-of-State (OOS) training supports Officer/CVSI/Civilian travel to attend NAS classes OOS only when absolutely necessary, but primarily for specialized training only available OOS for areas such as **Enhanced Investigative Technique, Drug Interdiction Assistance Program (DIAP), COHMED, ELD, Post-crash Inspections, SAFETYNET** or other CMV related training.

- **\$201,500** is budgeted for **In-State and Out-of-State training** expenses, including per diem, lodging and transportation.

**Routine Travel**

*In-State routine travel* supports Officer/CVSI/Civilian travel to conduct **CMV enforcement, CMV inspections, Strike Force events, attendance at MCSAP or industry meetings, public outreach events, JOP activities** and/or other in-state CMV related events not involving training.

*Out-of-State routine travel* includes events such as the **CHP Industry Training Days, Trucker Appreciation Events with surrounding states, the North American Inspector Challenge, special FMCSA events**, and other CMV related events.

- **\$150,000.00** is budgeted for **in-state routine travel** expenses, including per diem, lodging and transportation, as well as unplanned OOS travel for FMCSA events or other applicable Commercial Vehicle Safety Training/Events.

**Conferences**

OOS and IS conference travel supports Officer/CVSI/Civilian/Allied Agency staff travel to the **Commercial Vehicle Safety Alliance (CVSA) spring and fall meetings, the FMCSA combined MCSAP planning and ITD/PRISM conference**, and other CMV related conferences not yet identified, but approved by FMCSA.

- **\$62,000** is budgeted for **conference travel** expenses, including per diem, lodging and transportation.

**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
Lidar Speed Guns	6	\$6,500.00	100	\$39,000.00	\$39,000.00	\$0.00	\$0.00
<b>TOTAL: Equipment</b>				<b>\$39,000.00</b>	<b>\$39,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Equipment threshold is greater than \$5,000.</b>							

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

**Update for FY 2024**

**Lidar Speed Guns:**

NHP will equip commercial staff with enhanced enforcement ability by using Lidar Speed Guns. These tools will record video and will be utilized to decrease the instances of CMV's speeding and following too closely, thus decreasing crashes with these contributing factors.

**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
Laptop - Docking Station	6 per unit	\$400.00	100.0000	\$2,400.00	\$2,400.00	\$0.00	\$0.00
General Supplies	1	\$50,250.00	100.0000	\$50,250.00	\$50,250.00	\$0.00	\$0.00
Reference Books/Materials	1	\$8,000.00	100.0000	\$8,000.00	\$8,000.00	\$0.00	\$0.00
Thermal Printers	60 per unit	\$600.00	100.0000	\$36,000.00	\$36,000.00	\$0.00	\$0.00
Tablets w/ Keyboards	12 per unit	\$4,000.00	100.0000	\$48,000.00	\$48,000.00	\$0.00	\$0.00
Modem/Antenna/Subscription (for tablets)	10 per unit	\$1,260.00	100.0000	\$12,600.00	\$12,600.00	\$0.00	\$0.00
Laptops - Dell Latitude	6 per unit	\$1,900.00	100.0000	\$11,400.00	\$11,400.00	\$0.00	\$0.00
Desktop (Precision)	2 per unit	\$1,700.00	100.0000	\$3,400.00	\$3,400.00	\$0.00	\$0.00
DUO Gatekeeper	20 Tokens	\$20.00	100.0000	\$400.00	\$400.00	\$0.00	\$0.00
Traffic Trooper Kit	92 100	\$550.00	100.0000	\$50,600.00	\$50,600.00	\$0.00	\$0.00
Commercial Trooper Kit	30 100	\$1,290.00	100.0000	\$38,700.00	\$38,700.00	\$0.00	\$0.00
<b>TOTAL: Supplies</b>				<b>\$261,750.00</b>	<b>\$261,750.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

**Update for FY 2024**

**General Supplies**

General supplies include but are not limited to ink, toner, paper, thermal rolls, flashlights, inspection/roadside tools, batteries, cameras, binders, flash drives, cleaners, or other items related to CMV activities. The budget is based on previous years expenditures of approximately \$50,000.00 and accounts for replacement of worn or damaged tools/equipment. Nevada plans to outfit staff with updated inspection equipment to increase the efficiency and accuracy of inspection data.

**Reference Books and Materials**

Reference books and materials include Out of Service Criteria manuals, FMCSR manuals, HOS manuals, Hazmat manuals, quick references guides, etc. The budget is based on previous years expenditures of approximately \$8,000 and accounts for proposed guides and training materials.

**Printers**

**Thermal** printers are provided to personnel certified to conduct CMV inspections. The budget is based on acquisition of 60 printers and are 100% for use on commercial enforcement activities. Nevada replaces more printers and ink in the summer months in Southern Nevada, where the equipment is exposed to higher temperatures. Northern Nevada experiences low temperatures in the winter months, which also causes premature wear on the inkjet units.

**Laptop Computers**

Six (6) laptop computers are budgeted for FFY24. The estimate is based on a quote by vendor. Laptops are currently replaced every 5 years to provide a more stable and reliable technology base for operation and security on the State's enterprise network. This has changed from a prior 4 year replacement cycle. Upgrading devices is more expensive for a multitude of reasons including replacing multiple system components to achieve the intended performance, incompatibilities between systems and a decrease in value. Upgrading also increases the complexity of current installed hardwares, thus the cost of repairing equipment surpasses the cost and value of replacement.

#### **Tablet Computers and Keyboards**

Twelve (12) tablets, keyboards and protection plans are budgeted. The estimate is based on a quote by vendor. These 12 tablets are replacement tablets and will bring current most of the expired units. Tablets replaced laptops for commercial enforcement in Nevada several years ago. NHP determined that tablets were more compact and durable than laptops. In addition, NHP requires water resistance or water proof, impact resistance from 5 feet, and a barcode scanner/reader for driver licenses, VINs, etc. The tablets and related equipment take up less space in a Trooper's vehicle than laptops and their related equipment. Tablets are used by sworn commercial enforcement personnel.

#### **Tablet Modems and Antenna**

Ten (10) modems and antenna necessary for tablet connectivity are budgeted. The estimate is based on a quote by vendor. **Replacement cycle is every 4 years.**

#### **Desktop Computers**

Two (2) desktops are replacements per the State's replacement schedule.

#### **DUO Gatekeeper**

Duo gatekeeper is a one-time password token that is used in securing online accounts. It acts as an extra layer of security by generating a random, one-time single use password that is on either a mobile phone application or a physical keyfob. This system is used in securing our Virtual Private Network (VPN) access when our law enforcement logs into their mobile computer device to connect to the state of Nevada networks.

#### **Traffic Trooper Kit**

NHP will be working towards certifying Traffic Troopers stationed in rural duty areas across the state to start performing CMV inspections as part of their daily roving traffic enforcement patrols. This will bolster accountability within the CMV industry throughout the state. To properly equip these Troopers, kits with appropriate tools to perform these inspections will be provided. These kits will provide tools needed for commercial inspections and will include items such as tint meter, tire depth gauge, truck tire pressure gauge, chalks, soap stone and holder, leather gloves, binoculars, laser pointer, safety glasses, inspection mirror, and possibly other items as needed.

#### **Commercial Trooper Kit**

To keep Commercial Troopers updated with appropriate tools and equipment needed for commercial enforcement, Commercial Troopers will be provided kits with appropriate and updated tools needed for all levels of commercial inspections. These kits will include items such as scale racks, creeper, tint meter, camera, flashlight, turbo flares, tire depth gauge, truck tire pressure gauge, chalks, soap stone and holder, leather gloves, hand wipes, binoculars, laser pointer, 12v test light, safety glasses, height pole, headlamps flat led's, razor scrapers, electronic ear muffs, bolt cutters, bolt seals for trailers, laser measuring tool, heat gun, secondary firearm holster, chain measurement tool, inspection mirror and possibly other items as needed.

<b>Part 4 Section 7 - Contractual and Subaward</b>
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*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
Drivewyze	Unknown	Contract	100.0000	\$95,000.00	\$95,000.00	\$0.00	\$0.00
Description of Services: Connected Truck ELD Public Outreach Messaging							
Rapid space	Unknown	Contract	100.0000	\$5,750.00	\$5,750.00	\$0.00	\$0.00
Description of Services: Portapotties							
Ricoh	Unknown	Contract	100.0000	\$12,000.00	\$12,000.00	\$0.00	\$0.00
Description of Services: Copier Lease							
SHI	Unknown	Contract	100.0000	\$9,200.00	\$9,200.00	\$0.00	\$0.00
Description of Services: Maintenance support for Adobe and Windows365							
Inseego	Unknown	Contract	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
Description of Services: Pro Premium software maintenance							
Iteris	Unknown	Contract	100.0000	\$100,000.00	\$100,000.00	\$0.00	\$0.00
Description of Services: Professional Services							
Nevada Highway Patrol 4713	Unknown	Contract	100.0000	\$19,800.00	\$19,800.00	\$0.00	\$0.00
Description of Services: Vehicle leases							
Iteris, Inc	Unknown	Contract	100.0000	\$30,385.00	\$30,385.00	\$0.00	\$0.00
Description of Services: INSPECT Software Year One Maintenance and Hosting							
R&R Partners	Unknown	Contract	100.0000	\$100,000.00	\$100,000.00	\$0.00	\$0.00
Description of Services: Media services							
United Site Services	Unknown	Contract	100.0000	\$5,225.00	\$5,225.00	\$0.00	\$0.00
Description of Services: Portapotties							
Terry's Pumpin' & Potties	Unknown	Contract	100.0000	\$4,975.00	\$4,975.00	\$0.00	\$0.00
Description of Services: Portapotties							
Toyota Leasing	Unknown	Contract	100.0000	\$23,436.84	\$23,436.84	\$0.00	\$0.00
Description of Services: Vehicle Leases							
Ample Self Storage	Unknown	Contract	100.0000	\$2,000.00	\$2,000.00	\$0.00	\$0.00
Description of Services: Self storage unit - Reno							
Nevada Commercial Services	Unknown	Contract	100.0000	\$43,700.00	\$43,700.00	\$0.00	\$0.00
Description of Services: Office lease - Carson City							
Cintas	Unknown	Contract	100.0000	\$18,000.00	\$18,000.00	\$0.00	\$0.00
Description of Services: Cleaning and uniform services							
Vogue, Inc	Unknown	Contract	100.0000	\$1,600.00	\$1,600.00	\$0.00	\$0.00
Description of Services: Cleaning and uniform services							
Iteris, Inc	Unknown	Contract	100.0000	\$70,000.00	\$70,000.00	\$0.00	\$0.00
Description of Services: NVCVIEW O&M							
Manpower	unknown	Contract	100.0000	\$30,000.00	\$30,000.00	\$0.00	\$0.00
Description of Services: Temporary Contracted personnel							
Quality Scales	unknown	Contract	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
Description of Services: Scale maintenance and calibration							
<b>TOTAL: Contractual and Subaward</b>				<b>\$587,071.84</b>	<b>\$587,071.84</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

**Update for FY 2024**

R&R Partners: **Media** vendor will provide CMV safety campaigns targeting both CMVs and passenger cars.

United Site Services: Vendor will provide porta-potties at CMV checksite locations used by NHP.

Terry's Pumpin' & Potties: Vendor will provide porta-potties at CMV checksite locations used by NHP.

Toyota Leasing: Vendor will provide leased passenger vehicles used by MCSAP staff in the course of their work. These vehicles are leased into 3 year contracts with the best quote provided by a state contracted vendor. The leases end August of 2024. NHP intends to trade the vehicles in for new leases with a reasonable/similar annual cost to the current agreements.

Ricoh: Vendor will provide office machines in each of the three regions and the MCSAP office to be used for MCSAP related copying, faxing, scanning.

Ample Self Storage: Vendor will provide a single self storage unit for the Reno MCSAP office due to limited storage space at their offices.

Nevada Commercial Services: Vendor will provide MCSAP office space in Carson City. Vendor will also provide office improvements to add additional office areas for the proposed CVSI II, Captain and Lieutenant positions.

Cintas: Vendor will provide uniform services for MCSAP personnel that conduct inspections. In early 2022, agencies were notified of contract termination with the existing uniform vendor (AlSCO). In response to the statewide directive to establish with an approved contractor, NHP began the transition to Cintas. Unfortunately, the fee structure and rates are higher with the current state mandated vendor.

Vogue: Vendor will provide uniform **/coverall** services for MCSAP personnel that conduct inspections.

Iteris: Vendor will provide professional services in support of PRISM and ITD applications. Including but not limited to meeting facilitation, project assessment, management and reporting. Additionally, assistance with document drafting and modification as needed in response to inquiries during the final review and approval process. Update state PPTLD to include Expanded Core ITD certification and Expanded PRISM certification.

Iteris: Vendor will provide professional services required for the Operation & Maintenance of Nevada's CVIEW program.

Iteris: Vendor will provide professional services in support hosting and maintenance of the INSPECT software inspection program.

NHP Fleet: MCSAP Budget Account 4721 includes 3 NHP Troopers with leases of \$550/mo for 3 police units used by the MCSAP Troopers.

SHI: SHI provides maintenance support for Adobe and Windows software. The State of Nevada has ordered all state agencies to shift to Office 365 in SFY2021, which entails a cloud subscription service fee. The budget has been increased to purchase additional Adobe licences for MCSAP/commercial enforcement staff who prepare, edit and electronically sign documents as well as prepare training materials for MCSAP inspectors.

Pro-Premium: Pro Premium supports tablet diagnostic and other software.

Rapid space: Vendor will provide porta-potties at CMV checksite locations used by NHP.

Drivewyze: Federal regulations currently mandate the use of Electronic Logging Devices (ELD's) for drivers and carriers engaged in Interstate Commerce. DriveWyze provides electronic screening and data collection services to Nevada during roadside and checksite inspections. In an effort to increase the safety awareness of the trucking industry, Nevada partners with DriveWyze to provide real time, up to date public awareness and traffic messages to the Interstate Trucking Industry via the Federally Mandated ELD's. These message may include roadway closures, ongoing enforcement operations, inclement weather, missing persons, Human Trafficking awareness. These messages promote safe driving practices and decrease hazardous driving habits by Commercial Drivers.

**Manpower: To assist with new hires of permanent staff, former staff being contracted to temporarily assist in training. Training occurs as needs arise based on FMCSA/MCSAP timelines and requirements that occur at various times throughout the year. These contracted staff assist to make a more smooth transition by bringing in historical program knowledge, assist with internal practices, which in turn should help with the learning curve and hopefully reduce turnover.**

**Quality Scales: Scale calibration and certifications for each portable scale used for CMV weight measurements must be certified every year. The budget is based on the certification of 10 scales and repair of two. Scales are used by Commercial Troopers.** Since Nevada doesn't have fixed check site locations, portable scales are utilized by 22 commercial Troopers to address the safety concern of increased fatal crashes in mountainous areas. MCSAP 4721 budget pays 30% while NHP 4713 budget pays 70% (10K listed is the 30% MCSAP contribution.)



**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 claim reimbursement for Indirect Costs.**

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Modified Total Direct Costs (MTDC)	100	\$55,001.00	\$55,001.00	\$55,001.00	\$0.00
Modified Total Direct Costs (MTDC)	100	\$98,183.00	\$98,183.00	\$98,183.00	\$0.00
<b>TOTAL: Indirect Costs</b>			<b>\$153,184.00</b>	<b>\$153,184.00</b>	<b>\$0.00</b>

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
State Printing Office	1	\$1,000.00	100.0000	\$1,000.00	\$1,000.00	\$0.00	\$0.00
Non-State Meeting/Training Rooms	8	\$475.00	100.0000	\$3,800.00	\$3,800.00	\$0.00	\$0.00
CVSA Decals	300 sheet	\$5.00	100.0000	\$1,500.00	\$1,500.00	\$0.00	\$0.00
Vehicles - Maintenance, Repairs	10	\$1,100.00	100.0000	\$11,000.00	\$11,000.00	\$0.00	\$0.00
Fuel - Gas, Diesel, Propane	1	\$18,000.00	100.0000	\$18,000.00	\$18,000.00	\$0.00	\$0.00
Communications - Cell, landlines, email, postage, etc	1	\$75,000.00	100.0000	\$75,000.00	\$75,000.00	\$0.00	\$0.00
DPS Officer Uniform Allowance	3	\$1,400.00	100.0000	\$4,200.00	\$4,200.00	\$0.00	\$0.00
RV/CMV Rental for enforcement events	8	\$1,650.00	100.0000	\$13,200.00	\$13,200.00	\$0.00	\$0.00
CVSA Membership Dues	1	\$10,300.00	100.0000	\$10,300.00	\$10,300.00	\$0.00	\$0.00
Registration Fees	29 1	\$700.00	100.0000	\$20,300.00	\$20,300.00	\$0.00	\$0.00
DPS vehicles	62 1	\$13,264.00	0.0000	\$0.00	\$0.00	\$0.00	\$822,368.00
<b>TOTAL: Other Costs</b>				<b>\$158,300.00</b>	<b>\$158,300.00</b>	<b>\$0.00</b>	<b>\$822,368.00</b>

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

**Indirect Costs - SWCAP II and Intra-Agency Costs**

The amended Indirect cost allocation rate for SFY23 SWCAP and Intra-agency indirect costs has not yet been approved. Indirect costs above are based on previously approved plan referencing FFY23 expenses.

Due to the nature of how these indirect assessments are developed, these costs are included as Other Direct Costs. Once a Cost Allocation Plan is submitted by NHP and approved by FMCSA, these budgeted amounts will be updated. SFY23 amendment letter has been submitted for approval to FMCSA.

**State Printing Costs**

Costs for MCSAP staff business cards, CMV related documents, CMV related forms, or other state printing costs as necessary.

**Non-State Meeting/Training Rooms**

Meeting rooms may be necessary for large groups such as for the Nevada Commercial Commanders meeting held throughout the state or off-site training purposes.

**CVSA Decals**

CVSA decals are used to indicate a commercial vehicle has been inspected. NHP budgets for ~~7,000 decals~~ 300 sheets of decals statewide, including certain Allied Agencies and NHP sworn staff not assigned to Commercial Enforcement that perform Level 1/5 Inspections. Inspections on certain configurations (doubles, triples, etc.) can result in multiple decal issued during the same inspection, sometimes up to 5.

**Vehicle Maintenance and Repairs**

Vehicle maintenance is primarily routine oil/vehicle maintenance costs, car washes and windshield repair. This line item only applies to the seven 100% MCSAP vehicles and three 100% MCSAP DPS Officer II units. MOE/DPS vehicle charges are calculated towards the MOE and not included in this category. The budget has been increased to accommodate maintenance of the two electric vehicles requested in the FFY22 CVSP.

**Fuel**

This item includes gas, diesel, propane and charging used for roving inspections, New Entrant on-site safety visits, IT support statewide and any RV rentals. This line item only applies to the 3 DPS Officers 100% MCSAP funded and the seven 100% MCSAP vehicles used by MCSAP staff. NHP has estimated that on average a CVSI will drive 12,705 miles/year, with an estimated 15 miles/gallon, at an average cost of \$4.50/gallon, or approximately \$3,812/year. MOE/DPS vehicle charges are calculated towards the MOE and not included in this category.

**Communications**

Communications include MCSAP state office phone service (AT&T), cell phone service, modems and air cards-Mifi jetpacks(Verizon) , Nevada Enterprise Information Technology Services (EITS) services (phone lines, long distance, voice mail, e-mail, etc), and postage for mailings. The budget supports 44 13 cell phones at approximately \$40/month, 27 air cards Mifi jetpacks at approximately \$40/month for laptop connectivity (30 commercial and 36 for traffic Troops certified to conduct CMV inspections) and 51 tablet modem devices connectivity at approximately \$40/month. All communication expenses are used 100% for MCSAP eligible activities only.

**DPS Officer Uniform Allowance**

With the addition of 3 DPS Officer II positions to the 4721 budget account, some costs associated with their service will now be borne by MCSAP, rather than NHP. One such cost is a uniform allowance of \$600/year. With 2023 Legislature approval the uniform allowance has increased to \$1400 per year from \$600.

**RV/CMV Rental**

RVs are used during extended checksite inspection operations such as 72 Hour Roadcheck and based on 2 events per year. It serves as a temporary mobile command/office for supervisors and as a place out of the elements for the inspectors. CMV's are used as part of the Badge On Board enforcement education program. Budget is based on 6 events where the equipment could be used and one checksite operation.

**CVSA Member Dues**

Membership in the Commercial Vehicle Safety Alliance is now \$10,300 for state members.

**Scale Calibration and Repair**

Scale calibration and certifications for each portable scale used for CMV weight measurements must be certified every year. The budget is based on certification of 10 scales and repair of two.

**Registration fees**

Costs are based on in state/out of state training and CVSA conference registrations.

**MOE-DPS Vehicles**

The Maintenance of Effort (MOE) budget amount is based on the average base cost of NHP patrol vehicles used in MCSAP eligible activities (currently \$29,600), the average maintenance cost of those vehicles used in MCSAP eligible activities (\$128/mo for oil changes, tires, etc), the average fuel costs of those vehicles used in MCSAP eligible activities (\$2.82/gal for the month of September 2018 x estimated 2,160 miles/mo x 14 mpg, x number of vehicles), and the average cost of equipment added to patrol vehicles used in MCSAP eligible activities (\$6,500/vehicle). These vehicles are not included in the 4721 direct costs for maintenance and fuel.

**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).

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$4,428,976.00	\$233,104.00	\$4,662,080.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$699,312.00
MOE Baseline:	\$2,203,048.95

<b>Estimated Expenditures</b>				
<b>Personnel</b>				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
4721 CVSI III/Training Coordinator (MCSAP PP02)	\$69,962.16	\$0.00	\$69,962.16	\$0.00
4721 CVSI II (LV PP01)	\$60,522.16	\$0.00	\$60,522.16	\$0.00
4721 IT Tech VI (MCSAP PP01)	\$83,513.28	\$0.00	\$83,513.28	\$0.00
4721 Admin Assist II (Elko PP01)	\$51,669.04	\$0.00	\$51,669.04	\$0.00
4721 DPS Officer II (Reno PP01)	\$96,268.72	\$0.00	\$96,268.72	\$0.00
4721 DPS Officer II (Elko PP03)	\$80,251.52	\$0.00	\$80,251.52	\$0.00
4721 Admin Assist II (Reno PP01)	\$44,340.16	\$0.00	\$44,340.16	\$0.00
4721 DPS Officer II (LV PP03)	\$80,251.52	\$0.00	\$80,251.52	\$0.00
4713/4721 DPS Lieutenant (Proposed MCSAP PP03)	\$46,511.50	\$0.00	\$46,511.50	\$0.00
4713 DPS Officer II (Match/MOE)	\$0.00	\$233,104.00	\$233,104.00	\$0.00
DPS Officer II (MOE)	\$0.00	\$0.00	\$0.00	\$2,369,631.00
4721 CVSI II (MCSAP PP01)	\$73,428.24	\$0.00	\$73,428.24	\$0.00
4721 CVSI II (MCSAP PP01)	\$66,616.88	\$0.00	\$66,616.88	\$0.00
4721 CVSI II (LV PP02)	\$66,303.68	\$0.00	\$66,303.68	\$0.00
4721 CVSI II (SA-approved MCSAP PP01)	\$63,965.12	\$0.00	\$63,965.12	\$0.00
4721 CVSI II (SA-approved Elko PP01)	\$68,903.24	\$0.00	\$68,903.24	\$0.00
4721 Management Analyst II (MCSAP PP01)	\$66,255.88	\$0.00	\$66,255.88	\$0.00
4721 GPA II (MCSAP PP01)	\$63,450.12	\$0.00	\$63,450.12	\$0.00
4721 Admin Assist IV (MCSAP PP01)	\$62,965.12	\$0.00	\$62,965.12	\$0.00
4721 Admin Assist II (LV PP01)	\$47,785.36	\$0.00	\$47,785.36	\$0.00
4721 Admin Assist II (MCSAP PP01)	\$44,340.16	\$0.00	\$44,340.16	\$0.00
4721 CVSI II (Proposed MCSAP PPO01)	\$391,822.08	\$0.00	\$391,822.08	\$0.00
<b>Salary Subtotal</b>	<b>\$1,629,125.94</b>	<b>\$233,104.00</b>	<b>\$1,862,229.94</b>	<b>\$2,369,631.00</b>
MCSAP eligible activities	\$510,900.00	\$0.00	\$510,900.00	\$0.00
<b>Overtime subtotal</b>	<b>\$510,900.00</b>	<b>\$0.00</b>	<b>\$510,900.00</b>	<b>\$0.00</b>
<b>Personnel total</b>	<b>\$2,140,025.94</b>	<b>\$233,104.00</b>	<b>\$2,373,129.94</b>	<b>\$2,369,631.00</b>

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
4721 CVSI II (MCSAP PP01)	\$22,176.67	\$0.00	\$22,176.67	\$0.00
4721 GPA II (MCSAP PP01)	\$21,614.28	\$0.00	\$21,614.28	\$0.00
4721 CVSI III/Training Coordinator (MCSAP PP02)	\$32,855.87	\$0.00	\$32,855.87	\$0.00
4721 IT Tech VI (MCSAP PP01)	\$26,202.03	\$0.00	\$26,202.03	\$0.00
4721 Admin Assist IV (MCSAP PP01)	\$21,614.28	\$0.00	\$21,614.28	\$0.00
4721 Admin Assist II (LV PP01)	\$18,381.60	\$0.00	\$18,381.60	\$0.00
4721 Admin Assist II (MCSAP PP01)	\$17,646.51	\$0.00	\$17,646.51	\$0.00
4721 Admin Assist II (Reno PP01)	\$17,646.51	\$0.00	\$17,646.51	\$0.00
4721 Admin Assist II (Elko PP01)	\$19,209.70	\$0.00	\$19,209.70	\$0.00
4721 DPS Officer II (LV PP03)	\$46,529.16	\$0.00	\$46,529.16	\$0.00
4721 CVSI II (LV PP02)	\$30,845.16	\$0.00	\$30,845.16	\$0.00
4721 CVSI II (LV PP01)	\$21,091.74	\$0.00	\$21,091.74	\$0.00
4721 CVSI II (SA-Proposed MCSAP PP01)	\$21,614.28	\$0.00	\$21,614.28	\$0.00
4721 CVSI II (SA-Proposed Elko PP01)	\$24,054.28	\$0.00	\$24,054.28	\$0.00
4721 DPS Officer II (Reno PP01)	\$28,704.03	\$0.00	\$28,704.03	\$0.00
4721 DPS Officer II (Elko PP03)	\$46,529.16	\$0.00	\$46,529.16	\$0.00
4721 CVSI II (MCSAP PP01)	\$24,054.28	\$0.00	\$24,054.28	\$0.00
4721 Management Analyst II (MCSAP PP01)	\$22,176.67	\$0.00	\$22,176.67	\$0.00
4713/4721 DPS Lieutenant (Proposed MCSAP PP03)	\$28,126.87	\$0.00	\$28,126.87	\$0.00
CVSI II (Proposed MCSAP PPO2)	\$30,845.19	\$0.00	\$30,845.19	\$0.00
CVSI II (Proposed MCSAP PP02)	\$30,845.19	\$0.00	\$30,845.19	\$0.00
CVSI II (Proposed MCSAP PP02)	\$30,845.19	\$0.00	\$30,845.19	\$0.00
CVSI II (Proposed MCSAP PP02)	\$30,845.19	\$0.00	\$30,845.19	\$0.00
CVSI II (Proposed MCSAP PP02)	\$30,845.19	\$0.00	\$30,845.19	\$0.00
CVSI II (Proposed MCSAP PP02)	\$30,845.19	\$0.00	\$30,845.19	\$0.00
<b>Fringe Benefits total</b>	<b>\$676,144.22</b>	<b>\$0.00</b>	<b>\$676,144.22</b>	<b>\$0.00</b>

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
OOS Conf - CVSA Fall	\$25,000.00	\$0.00	\$25,000.00	\$0.00
OOS Conf - CVSA Spring	\$25,000.00	\$0.00	\$25,000.00	\$0.00
OOS Training - DIAP	\$15,000.00	\$0.00	\$15,000.00	\$0.00
OOS Training - SafetyNet	\$10,000.00	\$0.00	\$10,000.00	\$0.00
IS - Routine Enforcement, Inspections, Meetings	\$150,000.00	\$0.00	\$150,000.00	\$0.00
IS/OOS Training - Off-Site Compliance Reviews	\$5,000.00	\$0.00	\$5,000.00	\$0.00
OOS Conf - NAIC	\$5,000.00	\$0.00	\$5,000.00	\$0.00
IS Training - NAS, Cargo, HM, etc	\$73,000.00	\$0.00	\$73,000.00	\$0.00
OOS Training - Investigative Safety Analysis/Safety Audits	\$50,000.00	\$0.00	\$50,000.00	\$0.00
OOS Training - COHMED	\$5,000.00	\$0.00	\$5,000.00	\$0.00
OOS Training - NAS, Cargo, etc	\$37,500.00	\$0.00	\$37,500.00	\$0.00
OOS Training - ELDs	\$6,000.00	\$0.00	\$6,000.00	\$0.00
ITD/MCSAP Planning Meeting	\$7,000.00	\$0.00	\$7,000.00	\$0.00
<b>Travel total</b>	<b>\$413,500.00</b>	<b>\$0.00</b>	<b>\$413,500.00</b>	<b>\$0.00</b>

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Lidar Speed Guns	\$39,000.00	\$0.00	\$39,000.00	\$0.00
<b>Equipment total</b>	<b>\$39,000.00</b>	<b>\$0.00</b>	<b>\$39,000.00</b>	<b>\$0.00</b>

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Laptop - Docking Station	\$2,400.00	\$0.00	\$2,400.00	\$0.00
General Supplies	\$50,250.00	\$0.00	\$50,250.00	\$0.00
Reference Books/Materials	\$8,000.00	\$0.00	\$8,000.00	\$0.00
Thermal Printers	\$36,000.00	\$0.00	\$36,000.00	\$0.00
Tablets w/ Keyboards	\$48,000.00	\$0.00	\$48,000.00	\$0.00
Modem/Antenna/Subscription (for tablets)	\$12,600.00	\$0.00	\$12,600.00	\$0.00
Laptops - Dell Latitude	\$11,400.00	\$0.00	\$11,400.00	\$0.00
Desktop (Precision)	\$3,400.00	\$0.00	\$3,400.00	\$0.00
DUO Gatekeeper	\$400.00	\$0.00	\$400.00	\$0.00
Traffic Trooper Kit	\$50,600.00	\$0.00	\$50,600.00	\$0.00
Commercial Trooper Kit	\$38,700.00	\$0.00	\$38,700.00	\$0.00
<b>Supplies total</b>	<b>\$261,750.00</b>	<b>\$0.00</b>	<b>\$261,750.00</b>	<b>\$0.00</b>

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Drivewyze	\$95,000.00	\$0.00	\$95,000.00	\$0.00
Rapid space	\$5,750.00	\$0.00	\$5,750.00	\$0.00
Ricoh	\$12,000.00	\$0.00	\$12,000.00	\$0.00
SHI	\$9,200.00	\$0.00	\$9,200.00	\$0.00
Inseego	\$6,000.00	\$0.00	\$6,000.00	\$0.00
Iteris	\$100,000.00	\$0.00	\$100,000.00	\$0.00
Nevada Highway Patrol 4713	\$19,800.00	\$0.00	\$19,800.00	\$0.00
Iteris, Inc	\$30,385.00	\$0.00	\$30,385.00	\$0.00
R&R Partners	\$100,000.00	\$0.00	\$100,000.00	\$0.00
United Site Services	\$5,225.00	\$0.00	\$5,225.00	\$0.00
Terry's Pumpin' & Potties	\$4,975.00	\$0.00	\$4,975.00	\$0.00
Toyota Leasing	\$23,436.84	\$0.00	\$23,436.84	\$0.00
Ample Self Storage	\$2,000.00	\$0.00	\$2,000.00	\$0.00
Nevada Commercial Services	\$43,700.00	\$0.00	\$43,700.00	\$0.00
Cintas	\$18,000.00	\$0.00	\$18,000.00	\$0.00
Vogue, Inc	\$1,600.00	\$0.00	\$1,600.00	\$0.00
Iteris, Inc	\$70,000.00	\$0.00	\$70,000.00	\$0.00
Manpower	\$30,000.00	\$0.00	\$30,000.00	\$0.00
Quality Scales	\$10,000.00	\$0.00	\$10,000.00	\$0.00
<b>Contractual and Subaward total</b>	<b>\$587,071.84</b>	<b>\$0.00</b>	<b>\$587,071.84</b>	<b>\$0.00</b>

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
State Printing Office	\$1,000.00	\$0.00	\$1,000.00	\$0.00
Non-State Meeting/Training Rooms	\$3,800.00	\$0.00	\$3,800.00	\$0.00
CVSA Decals	\$1,500.00	\$0.00	\$1,500.00	\$0.00
Vehicles - Maintenance, Repairs	\$11,000.00	\$0.00	\$11,000.00	\$0.00
Fuel - Gas, Diesel, Propane	\$18,000.00	\$0.00	\$18,000.00	\$0.00
Communications - Cell, landlines, email, postage, etc	\$75,000.00	\$0.00	\$75,000.00	\$0.00
DPS Officer Uniform Allowance	\$4,200.00	\$0.00	\$4,200.00	\$0.00
RV/CMV Rental for enforcement events	\$13,200.00	\$0.00	\$13,200.00	\$0.00
CVSA Membership Dues	\$10,300.00	\$0.00	\$10,300.00	\$0.00
Registration Fees	\$20,300.00	\$0.00	\$20,300.00	\$0.00
DPS vehicles	\$0.00	\$0.00	\$0.00	\$822,368.00
<b>Other Costs total</b>	<b>\$158,300.00</b>	<b>\$0.00</b>	<b>\$158,300.00</b>	<b>\$822,368.00</b>

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Subtotal for Direct Costs</b>	<b>\$4,275,792.00</b>	<b>\$233,104.00</b>	<b>\$4,508,896.00</b>	<b>\$3,191,999.00</b>
Indirect Costs	\$153,184.00	\$0.00	\$153,184.00	NA
<b>Total Costs Budgeted</b>	<b>\$4,428,976.00</b>	<b>\$233,104.00</b>	<b>\$4,662,080.00</b>	<b>\$3,191,999.00</b>

**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.

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$4,428,976.00	\$233,104.00	\$4,662,080.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$699,312.00
MOE Baseline:	\$2,203,048.95

<b>Estimated Expenditures</b>				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$1,629,125.94	\$233,104.00	\$1,862,229.94	\$2,369,631.00
;;;Overtime Subtotal	\$510,900.00	\$0.00	\$510,900.00	\$0.00
Personnel Total	\$2,140,025.94	\$233,104.00	\$2,373,129.94	\$2,369,631.00
Fringe Benefits Total	\$676,144.22	\$0.00	\$676,144.22	\$0.00
Travel Total	\$413,500.00	\$0.00	\$413,500.00	\$0.00
Equipment Total	\$39,000.00	\$0.00	\$39,000.00	\$0.00
Supplies Total	\$261,750.00	\$0.00	\$261,750.00	\$0.00
Contractual and Subaward Total	\$587,071.84	\$0.00	\$587,071.84	\$0.00
Other Costs Total	\$158,300.00	\$0.00	\$158,300.00	\$822,368.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$4,275,792.00	\$233,104.00	\$4,508,896.00	\$3,191,999.00
Indirect Costs	\$153,184.00	\$0.00	\$153,184.00	NA
<b>Total Costs Budgeted</b>	<b>\$4,428,976.00</b>	<b>\$233,104.00</b>	<b>\$4,662,080.00</b>	<b>\$3,191,999.00</b>



**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? Patrick Conmay
2. What is this person's title? Chief, Nevada Highway Patrol
3. Who is your Governor's highway safety representative? Amy Davey
4. What is this person's title? Division Administrator/Highway Safety Coordinator

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

- Yes
- Yes, uploaded certification document
- No

**State Certification declaration:**

I, Patrick Conmay, Chief, Nevada Highway Patrol, on behalf of the State of NEVADA, 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? Patrick Conmay
2. What is the title of your certifying State official? Chief, Nevada Highway Patrol
3. What are the phone # and email address of your State official? (775) 684-4901 pconmay@dps.state.nv.us

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

- Yes
- Yes, uploaded certification document
- No

I, Patrick Conmay, certify that NEVADA 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

Joe Lombardo  
Governor



Amy Stephenson  
Director

Robin Hager  
Deputy Director

Jim Rodriguez  
Administrator

**STATE OF NEVADA  
GOVERNOR'S FINANCE OFFICE  
Budget Division**

209 E. Musser Street, Suite 200 | Carson City, NV 89701-4298  
Phone: (775) 684-0222 | www.budget.nv.gov | Fax: (775) 684-0260

**ALL AGENCY MEMO-2023-04**

June 23, 2023

TO: All Agencies  
FROM: Amy Stephenson, Director *AS*  
SUBJECT: Fringe Benefit/Assessment Rates for the 2023 - 2025 Biennium

The following fringe benefit/assessment rates will be used for the 2023 - 2025 Biennium:

Description	Fiscal Year 2024	Fiscal Year 2025	Based On
Group Insurance	\$730.00	\$759.00	Per employee per month
Retirement Group Insurance	0.0311	0.0318	Of gross salaries
Payroll Assessment	\$36.35	\$36.76	Per employee per year
Personnel Assessment	\$196.15	\$197.05	Per employee per year
Medicare	0.0145	0.0145	Of gross salaries on all positions hired after 04/01/86
Retirement - 1 Regular Employee/Employer Paid	0.1750	0.1750	Of gross salaries
Retirement - 2 Police/Fire Employee/Employer Paid	0.2575	0.2575	Of gross salaries
Retirement - 8 Regular Employer Paid	0.3350	0.3350	Of gross salaries (Pay Factor .856530)
Retirement - 9 Police/Fire Employer Paid	0.5000	0.5000	Of gross salaries (Pay Factor .796000)
Employee Bond Insurance	\$2.68	\$2.68	Per Employee per year
AG Employee Tort	\$116.41	\$116.43	Per Employee per year
EITS Infrastructure	\$308.45	\$307.79	Per Employee per year
EITS Security	\$108.36	\$108.19	Per Employee per year
Description	Calendar Year 2024	Calendar Year 2025	Based On
Unemployment Compensation	0.0000	0.0000	Of gross salaries
Workers' Compensation	0.0380	0.0380	Of gross salaries to a maximum of \$36,000
Social Security	0.0620	0.0620	Of gross salaries to a maximum of \$147,000 for calendar year



U.S. Department  
of Transportation

1200 New Jersey Ave., S.E.  
Washington, D.C. 20590

**Federal Motor Carrier  
Safety Administration**

June 25, 2024

Jennifer Ramos  
Administrative Services Officer III  
Department of Public Safety, Nevada Highway Patrol  
555 Wright Ways  
Carson City, NV 89711

Reference: Nevada Highway Patrol’s Cost Allocation Plan FY2024-2025

Dear Ms. Ramos,

This letter is to advise you of approval of the fiscal year (FY) 2025 cost allocation plan (CAP) for use by the Nevada Highway Patrol (NHP). This CAP is effective for your FY July 1, 2024 to June 30, 2025.

Methodology

The administrative costs subject to allocation under the CAP represent:

1. SWCAP Section I: Allocated Costs
2. SWCAP Section II: Billed Costs, and
3. Intra-Agency (Departmental) Indirect Costs.

The administrative costs will be allocated to all programs that benefit from administrative costs, based on the ratio of each program’s direct or budgeted expenses to total program expenses. For FY 2024 the allocation ratios are:

<b>CAP Expenses/Award Number</b>	<b>FM-MCG-0781</b>	<b>Totals</b>
Percent of CAP Costs	100%	100%
SWCAP I Allocation	18,422	18,422
SWCAP II Allocation	36,579	36,579
Intra-Agency Allocation	98,183	98,183
<b>Totals</b>	<b>153,184</b>	<b>153,184</b>

The approval of the CAP is contingent upon the following:

1. That the CAP allocates only reimbursed SWCAP Section II billings, and incurred Department level (aka Intra-Agency) indirect costs.
2. The allocated costs are allowable under the provisions of Office of Management and Budget 2 CFR Part 200.
3. That the CAP allocations are in lieu of and not in addition to Department/Component level indirect cost rate(s).
4. That the costs are allocated solely to activities currently administered by NHP under budget account 4721.
5. That a revision to the CAP will be required to reflect changes in activities and/or funding sources for NHP budget account 4721.
6. That your accounting system provides the internal controls necessary to protect the interest of the Federal Government.
7. That the implementation of the CAP is subject to review by Federal Motor Carrier Safety Administration (FMCSA) grants staff or audit by independent auditors.
8. That the NHP will reconcile any variances between the budget estimates and actual expenditures for the approved award amounts; and the SWCAP Section II costs and intra-agency costs prior to the end of the liquidation period of the grant awards the CAP rates are applied to.

Please sign the original of this letter to indicate your concurrence, retain a copy for your records and return the original via email to: Attn: Lisa Ensley at [Lisa.Ensley@dot.gov](mailto:Lisa.Ensley@dot.gov)

Thank you for your cooperation throughout this process. If there are any additional questions concerning this plan, please contact Lisa Ensley at the email listed above or by telephone at 202-366-1736.

Sincerely,

*Carrie A. Hug*

Carrie A. Hug  
Chief Financial Officer  
Federal Motor Carrier Safety Administration  
U.S. Department of Transportation

CONCURRENCE:

\_\_\_\_\_  
(Signature)

Jennifer Ramos  
(Name)

Administrative Services Officer III  
(Title)

06/27/24  
(Date)



Joe Lombardo  
Governor



Nevada Department of  
**Public Safety**  
DEDICATION PRIDE SERVICE

George Togliatti  
Director

Sheri Brueggemann  
Deputy Director

Patrick Conmay  
Colonel

**Nevada Highway Patrol**  
**Headquarters**

555 Wright Way  
Carson City, Nevada 89711  
Telephone (775) 687-5300 / Fax (775) 684-4379

April 24, 2024

William E. Bensmiller  
Federal Motor Carrier Safety Administration  
Division Administrator  
705 N. Plaza Street, Suite 204  
Carson City, NV 89701

RE: SFY 2025 Cost Allocation Plan Proposal

Mr. Bensmiller:

Attached please find a Nevada Highway Patrol (NHP) proposal for allocation of SFY25 (July 1, 2024 – June 30, 2025) indirect costs attributable to Federal Motor Carrier Safety Administration (FMCSA). The allocation plan covers FFY24 MCSAP Grant Award # FM-MCG-0781-24-01-00.

Your consideration of NHP's proposed Cost Allocation Plan methodology for SFY 2025 is appreciated. If you have any questions or concerns, I can be reached at 775-687-8345.

Sincerely,

**Kirstie Ruvalcaba**

**Grants & Projects Analyst II**

Nevada Highway Patrol / MCSAP

333 W. Nye Lane, Carson City, Nevada 89706

Office: (775) 687-8345 / Fax: (775) 687-8343

Email: [kruvalcaba@dps.state.nv.us](mailto:kruvalcaba@dps.state.nv.us)

Cc: Jennifer Ramos, NHP  
Lisa Ensley, FMCSA

## **Basis for Nevada SFY25 Indirect Cost Allocations**

### **I. NHP DIRECT ALLOCATION BASE**

State of Nevada, Department of Public Safety Budget Account (BA) 4721 (Highway Safety Grants) is used to account for FMCSA grant awards provided to NHP. No non-FMCSA grant awards are included in this account. This BA supports a total of 15 MCSAP funded positions, including three DPS Officer II positions.

All other DPS Officer II, Sergeants, Lieutenants, Captains and others that support commercial enforcement are paid from BA 4713 (NHP). Overtime, travel and training costs incurred by BA 4713 Troopers conducting MCSAP eligible Strike Force and other activities described in the Commercial Vehicle Safety Plan (CVSP) are reimbursed by BA 4721 by means of Journal Vouchers.

The state match for the MCSAP grant is provided from BA 4713. Commercial officers track time on NHP reports, and the data is compiled to document match expenditures and Maintenance of Effort (MOE). No transfer of funds from BA 4713 to BA 4721 is made in this regard.

### **II. NHP INDIRECT COST METHODOLOGY FOR FMCSA AWARDS**

NHP uses a Direct Cost Methodology to determine an equitable distribution of indirect costs across FMCSA grant awards.

The FMCSA grant award available to NHP during SFY 2025 includes:

<b>Grant Budget Line Items</b>		<b>FFY24 MCSAP</b>
Personnel	\$	2,269,222.94
Fringe	\$	676,144.22
Program Travel	\$	413,500.00
Equipment (Vehicles/Non-Vehicles)	\$	39,000.00
Supplies	\$	261,750.00
Contractual	\$	587,071.84
Other Direct Expenses	\$	158,300.00
Indirect	\$	141,436.00
<b>Grant Allocation</b>	<b>\$</b>	<b>-</b>
<b>Total Budgeted Direct Costs</b>	<b>\$</b>	<b>4,546,425.00</b>
<b>Percent of Total Direct Costs</b>		<b>100.00%</b>

### **III. NHP INDIRECT COSTS DISCUSSION**

Typically, grant expenses associated with indirect costs to be reimbursed to a grantee are determined by an indirect cost rate applied to overall expenses. Due to the nature of how the State of Nevada and the Department of Public Safety accounts for indirect costs, however, compiling indirect costs into a single indirect cost rate for FMCSA grant awards is not possible.

These indirect expenses are grouped into three areas: Statewide Cost Allocation Plan (SWCAP - Section I); Billed Costs (SWCAP Section II); and Intra-Agency Costs (Intra-Agency). The following is a summary of each of these three categories for SFY 2025.

**1) SWCAP Section I**

The Nevada SWCAP Section I costs are approved by the U.S. Department of Health and Human Services and are available at [www.adminsvcs.nv.gov](http://www.adminsvcs.nv.gov). The legislative approved budget for SFY25 statewide cost allocation is \$18,422.00.

**2) SWCAP Section II (Billed Costs) and Intra-Agency Expenses**

Section II expenses are expenses incurred by other state agencies and billed directly to BA 4721. These types of expenses may occur across budget Categories, are shown below, in Green.

Intra-Agency indirect expenses are those approved by the Federal Emergency Management Agency (FEMA) and are shown in Blue.

SFY 2025 IDC Budget				SFY25 NEBS
Sec. II	Cat. 01			<b>Budget</b>
		5400 - Personnel Assess		\$ 2,956.00
		5420 – Collective Bargaining Asses		\$ 72.00
		5430 – Labor Relations Assess		\$ 853.00
		5700 – Payroll Assess		\$ 551.00
Sec. II	Cat. 04			
		7050 - Employee Bond Ins		\$ 41.00
		7052 - Vehicle Comp & Collision Ins		\$ 867.00
		7054 - AG Tort Claim Assess		\$ 1,746.00
		7059 - Vehicle Liability		\$ 1,715.00
		705A – Non B&G Prop & Content Ins		\$ 1,038.00
		7255 - B&G Lease Assess		\$ 576.00
Sec. II	Cat. 26			
		7511 - EITS Data Base Administrator		\$ 10,295.00
		7531 - EITS Disk Storage		\$ 28.00
		7532 - EITS Shared Server Hosting		\$ 62.00
		7547 – EITS Business Productivity Suite		\$ 6,255.00
		7548 - Virtual Server Hosting		\$ 2,688.00
		7554 - EITS Infrastructure Assess		\$ 4,617.00
		7556 - EITS Security Assess		\$ 1,623.00
Intra-Agency	Cat. 81			

		7394 - RCC Cost Allocation	\$	<b>10,080.00</b>
Intra-Agency	Cat. 82			
		7395 - Director's Office	\$	<b>60,984.00</b>
		7506 - EITS PC/LAN Support	\$	<b>10,905.00</b>
		7507 - EITS Agency IT Support	\$	<b>7,010.00</b>
		7508 - EITS Expanded Help Desk Support	\$	<b>9,204.00</b>
Sec. II	Cat. 87			
		7393 - Purchasing Assess	\$	<b>596.00</b>
Sec. I	Cat. 88			
		7384 - Statewide Cost Alloc (SWCAP)	\$	<b>18,422.00</b>
Sec. II	Cat. 89			
		7391 - AG Cost Allocation	\$	<b>0.00</b>
			\$	<b>153,184.00</b>

**IV. BUDGETED VS. ACTUAL COSTS RECONCILIATION**

SWCAP and Intra-Agency expenses shown here are estimates. Actual expenditures will be available after the close of the state fiscal year, which ends June 30. To account for differences between budgeted and actual expenditures, NHP will complete, within 90 days from the end of the state fiscal year, expense reconciliation. Variances between the budget estimates and actual expenditures will be reconciled to the applicable grant prior to the close of that grant award.

**V. SFY 2022 COST ALLOCATION BUDGET**

<b>FFY22 MCSAP</b>	
<b>SWCAP I</b>	<b>\$18,422.00</b>
<b>SWCAP II</b>	<b>\$36,579.00</b>
<b>Intra-agency</b>	<b>\$98,183.00</b>
<b>Total</b>	<b>\$153,184.00</b>