eCVSP

MISSISSIPPI

Commercial Vehicle Safety Plan

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

Fiscal Years 2018 - 2020
Annual Update FY 2020

Date of Approval: April 14, 2020

FINAL CVSP

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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of 49 CFR 350.201 and 205. The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to "prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety."

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
- Part 2: Crash Reduction and National Program Elements (FY 2018 - 2020)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2018 - 2020)
- Part 4: Financial Information (FY 2020)
- Part 5: Certifications and Documents

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

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

REMINDERS FOR FY 2020:

Multi-Year plans–For FY 2020, 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–Those States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in the previous year and indicate whether anything needs to be updated for the upcoming fiscal year via a Yes/No question provided in each Section of Parts 1-3. **NOTE: Answer carefully as there is one opportunity to check Yes/No and then the input is locked**.

- If Yes is indicated, the information provided for previously will be editable and State users can make any necessary changes to their project plan. (Note: Trend information that supports your current activities is not editable.)
- If No is indicated, then no information in this section will be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2019 plans. States must carefully review and update this information to reflect FY 2020 activities prior to submission to FMCSA.

States are reminded to **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.

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

Part 1 Section 2 - Mission/Goal Statement

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

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

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

Instructions:

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

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

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

Part 1 Section 3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. 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 State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

NOTE: *Please do not include activities or expenses associated with any other FMCSA grant program.*

The Mississippi Department of Public Safety, Motor Carrier Safety Division (MCSD) is the designated lead agency for the Motor Carrier Safety Assistance Program (MCSAP). MCSD is a comprehensive commercial motor vehicle enforcement agency. The MCSD is comprised of thirty (30) Motor Carrier Trooper/Inspectors trained to conduct Driver/Vehicle Safety Inspections in accordance with the Northern American Standard Inspection Procedures. Other MCSD staff include two Compliance Review Officers with one vacant, and fifteen support personnel including New Entrant staff, IT, training, and administrative support. MCSD will partner with the Mississippi Department of Transportation (MDOT) for Fiscal Years 2018-2020 to continue assisting with roadside inspections. MDOT will provide the services of around 165 officers. The relationship with MDOT to MCSD is that of a participation agency in a collaborative effort with MCSD to perform activities in accordance with the standards and procedures approved by the FMCSA as they relate to the performance of vehicle and driver inspections, the placement of vehicles and drivers out of service, and any other requirements imposed through law or regulations pertaining to activities funded through the MCSAP.

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

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

MCSD will be working with the Mississippi State Tax Commission and MDOT to continue the CVSIN program. MCSD uses several methods to verify vehicle out-of-service violations, including

re-inspection of vehicles and covert operations.

As of October 30, 2019, the Motor Carrier Safety Division have 16 certified inspectors and 5 inspectors that are working toward certification, totaling 21 inspectors. This reduced number is due to retirement and transfer to other departments of the Mississippi Highway Patrol. A request has been submitted for 9 additional inspectors. MCSD has been allowed four (4) additional inspectors currently under recruitment; troopers interested in transferring to the MCSD must submit an application by October 31, 2019 to be hired immediately. Within six months or May 1, 2020, an additional five inspectors will be added, bringing the total to 30 as identified in this document. Currently there are two compliance review officers adn three New Entrant auditors.

Part 1 Section 4 - MCSAP Structure

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

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

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

Instructions:

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

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

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

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

Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	4
Traffic Enforcement Activities	0
Investigations*	5
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	1
Total # of MCSAP Participating Personnel:	160

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 2018 - 2020 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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

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

Part 2 Section 2 - CMV Crash Reduction

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

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

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

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

Trend Analysis for 2012 - 2016

Instructions for all tables in this section:

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

- *Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.*
- *In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.*
- *The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).*
  - *In the Goal column, enter the goal from the corresponding CVSP for the measurement period.*
  - *In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.*
- *Include the data source and capture date in the narrative box provided below the tables.*
- *If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.*

ALL CMV CRASHES

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

Goal measurement as defined by your State: Other

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:
#large truck/bus crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	67	1588	1760
01/01/2015	12/31/2015	73	1563	1671
01/01/2014	12/31/2014	83	1383	1650
01/01/2013	12/31/2013	71	1300	1458
01/01/2012	12/31/2012	56	1223	1368

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Other

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	0	109	135
01/01/2015	12/31/2015	6	103	128
01/01/2014	12/31/2014	1	90	125
01/01/2013	12/31/2013	3	87	103
01/01/2012	12/31/2012	0	76	102

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	0	0	0
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	0	0	0
01/01/2013	12/31/2013	0	0	0
01/01/2012	12/31/2012	0	0	0

Enter the data sources and capture dates of the data listed in each of the tables above.
A & I FMCSA as of June 13, 2017.

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

NARRATIVE:

Mississippi is located in the southeastern region of the United States, with 46,923 square miles inland area, and 63.3 persons per square mile. There are 74,887 miles of roadway, 10,958 miles of county roads and 46,923 square miles. Mississippi's population, based on the 2012 projected census number, is 2,994,029. Mississippi has 82 counties, which can be divided into the following regions: Gulf Coast, Piney Woods, Southwestern, Central, Delta, Northern Hills, and Northeastern. The Mississippi Highway Patrol covers the entire state of Mississippi and is divided into nine districts or Troops, which are located in three regions: northern, central, and southern. The Motor Carrier Safety Division covers the entire state. Several major interstates pass through the state, including I-10 and HIghway 49 in the Southern Region, and I-55, I -59, and I-20 in the Central and Northern Regions. Gambling facilities are located on the Gulf Coast, Tunica, Natchez, Vicksburg, and Neshoba County.

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

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

The State of Mississippi has three areas where commercial motor vehicle crashes are occurring at an alarming rate, accounting for 28% of all CMV crashes in the state. These three high crash corridors are in the following areas: the Southern Region consisting of Harrison County and Jackson County I-10, the Central Region consisting of Hinds County and Rankin County I-20, and the Northern Region consisting of Desoto County I-55. These areas are generally under construction and with the exception of I-55 are three lane major highways. Highway 49, a major trucking route, runs from Jackson to Gulfport. Highway 49 is a four lane highway with unlimited access from cross roads and

highways,which comes with its own set of unique traffic safety problems.Casinos in the Coastal and Delta counties are tourist resort areas with a large number of tour buses from all over the U.S. Desoto County is one of the fastest growing areas in the country. As a suburb of Memphis, Tennessee, Desoto County is also a direct route to the Tunica casinos.

Last year, CMV related rollover fatalities accounted for 18% of the total number of CMV related fatalities The FY 2018-2020 cCVSP will take a two pronged approach to address the state and national CMV traffic safety issues. MCSD focuses on high crash corridor enforcment in specific counties continually recording higher number of CMV crashes. Other areas of the state require a broader approach that includes public education. A tremendous number of large trucks and buses pass through this state every day. The MCSD will strive to make Mississippi roads and highways a safer place for trucks, buses, and the motoring public.

Narrative Overview for FY 2018 - 2020

Instructions*:*

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

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

Problem Statement:

Mississippi has seen a continuous increase in CMV traffic crashes with both large trucks and passenger carriers, despite consistent high visibility enforcement and a paid media campaign. Over the past five years, CMV crashes have increased at an alarming rate, from 1287 in 2011 to 1760 in 2016, The chart below depicts this trend, showing a 36% increase in CMV crash involvement spanning seven years, from CY 2011-CY 2016.

Large Truck and Bus Crash Involvements CY 2011-2016
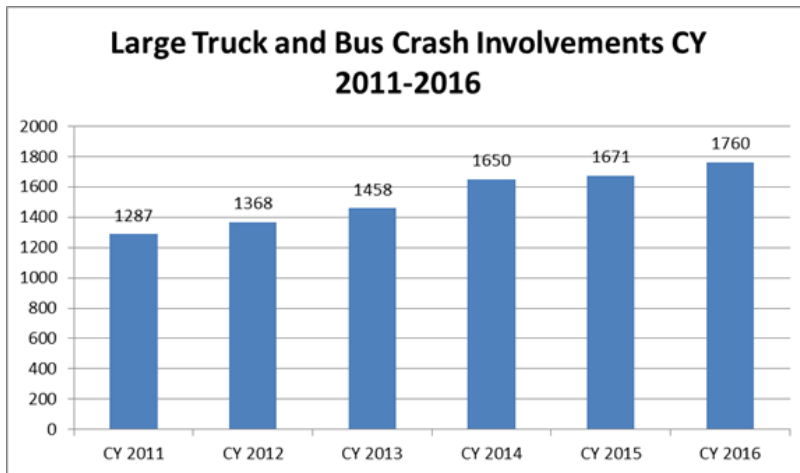
The Mississippi Commercial Motor Vehicle Crash Reduction Plan will continue with the two-pronged approach in FY 2018, FY 2019, and FY 2020, which includes high visibility and public education to address the increase in CMV crashes statewide. MCSD will continue to conduct high visibility enforcement on the targeted counties, corridors and municipalities where the data show a high occurrence of cmv fatalities and crashes.

Crash Reduction Goal: Mississippi will aim to reduce CMV crashes statewide by 9% over the next three years, from 1760 in CY 2016 to 1708 or 3% in FY 2018, 1657 or 3% in FY 2019, and 1607 or 3% in FY 2020. the MCSD will continue to focus strong enforcement efforts in the top five CMV crash counties.

In CY 2016, the top five highly populated counties for large truck fatal and nonfatal crashes were Rankin, Hinds, Desoto, Harrison, and Hinds. With these increased enforcement efforts specifically to these counties, Rankin County's fatal and non-fatal truck crashes increased from 72 in 2015 to 78 during 2016. Hinds County crashes increased, with 114 crashes in 2015 to 149 in 2016. Desoto County's crash number *decreased* from 111 crashes in 2015 to 106 in 2016. Desoto County is one of the fastest growing areas in the United States. Rankin and Hinds Counties border each other with approximately 15-20 miles of interstate in incorporated areas with high CMV traffic. Harrison and Jackson Counties showed a slight increase in CMV fatalities in 2016 as shown below.

2012-2016 Number of CMV Crashes for Top 5 Crash Counties
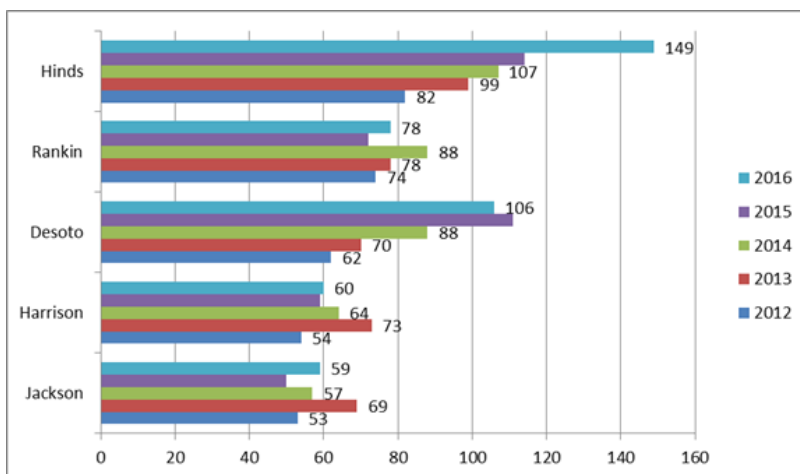
During CY 2018-2020 the MCSD will focus on the top five CMV crash counties, which

presently include Hinds, Rankin, Desoto, Harrison, and Jackson. Annual reviews of the top five counties will be conducted to determine if different counties account for the highest number of CMV fatalities. These five counties comprise three high crash corridors: (1) Harrison and Jackson Counties 1-10, (2) Hinds and Rankin Counties 1-20, and (3) Desoto County I-55. The focus will remain on these high crash corridors for high visibility traffic enforcement in order to successfully decrease the number of large truck crashes. These five counties accounted for approximately 28% of the 1630 total large truck crashes in the state. Mississippi has a total of 82 counties.
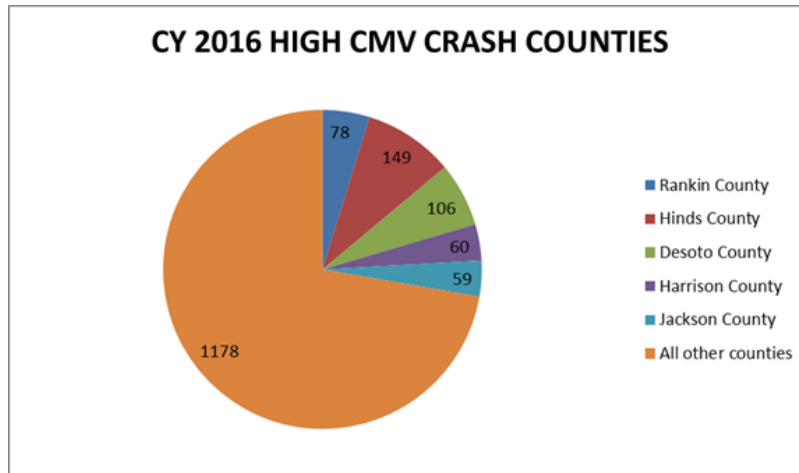
Performance Objective: MCSD will reduce the number of passenger transport crashes by 15% over the next three years by 5% per year, from a total of 135 in CY 2016 to 129 in FY 2018, 123 in FY 2019, and 117 in 2020.

CMV Passenger Carrier/Bus Safety and crash reduction will continue to be a state and national priority in FY 2018-2020. The table below depicts the trend in rising CMV crashes in the state. In 2012, there were 102 passenger transport crashes with no fatal crashes. Bus crashes remained steady in 2013, with 103 crashes. In 2014, there were 121 bus crashes,128 bus crashes in 2015, and in 2016, again there is an increase in bus crashes to 135. This trend shows a 32% increase in bus crashes from 2012-2016 (Data sources: 6/13/2017; A&I On-Line,MCMIS and FARS)
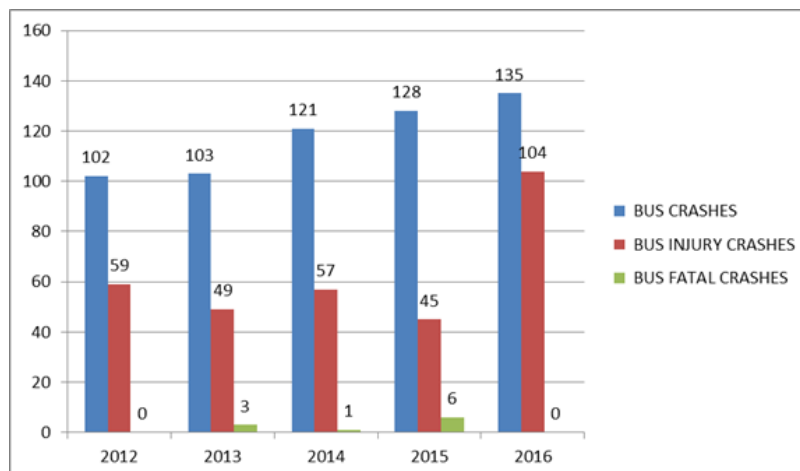
**CY 2012-2016 BUS CRASHES BY INJURY AND FATAL**

Six fatalities from six fatal crashes were reported in state motor coach/passenger buses during

2015, with 45 injury crashes resulting in 109 injuries. In 2016, there were zero fatalities involving passenger buses, with 104 injuries. In FY 2018-2020, as in previous eCVSPs, the MCSD plans to concentrate on passenger carriers as part of the commercial vehicle safety plan. Mississippi has a large concentration of bus traffic in the northern and coastal regions of the state. Casinos in Harrison, Hancock, Neshoba, and Tunica Counties attract a large number of tour buses in the state, resulting in higher numbers of bus crashes. MCSD plans to increase inspection efforts in the high traffic areas within the state for FY 2018-2020. At least one bus inspection strike-force detail per quarter or four per year will be performed throughout FY 2018-2020. These activities will include Federal and MCSD efforts. According to MCMIS dated June 13, 2017, for 2012, bus crashes were at 102, with no fatal crashes and 59 injury crashes. In 2013, there were 103 crashes resulting in three fatalities and 49 injury crashes, and in 2014 there were 121 bus crashes, with one fatal crash and 57 injury crashes.

(Data sources: Data Snapshot as of June 13, 2017, A&I On-Line, MCMIS and FARS)

HAZARDOUS MATERIAL INSPECTIONS FOR FY 2012- 2016
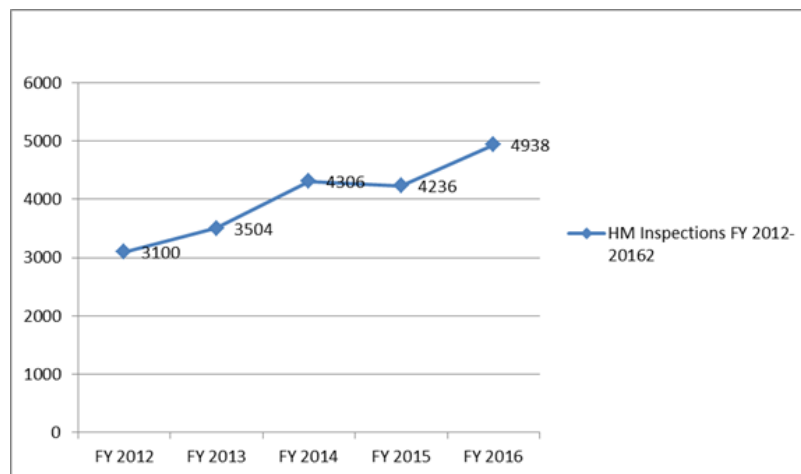
Fatalities remain at zero in 2016 for HM crashes. This low fatality rate is due to the fact that Mississippi has worked diligently to *reduce* the number of HM transport crashes by steadily *increasing* the number of HM inspections over the past five years. In FY 2016, MCSD conducted 63,190 roadside inspections, with 4930 HM vehicle inspections. To further reduce the number of HM transport crashes and maintain HM fatalities at zero, the MCSD will increase the number of HM inspections by 3% per year, for a total of 9% by 2020.

Performance Objective: MCSD will increase HM inspections by 9% over the next three years, from 4,938 in FY 2016 to 5,077 in FY 2018, 5,229 in FY 2019, and 5,385 in FY 2020.

Enter the data source and capture date:
A & I June 13, 2017

Projected Goal for FY 2018 - 2020:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2018	1708
2019	1657
2020	1607

Mississippi will aim to reduce CMV crashes statewide by 9% over the next three years, from 1760 in CY 2016 to 1708 or 3% in FY 2018, 1657 or 3% in FY 2019, and 1607 or 3% in FY 2020.

Program Activities for FY 2018 - 2020: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

FY 2018-2020 Program Activities

The MCSD traffic enforcement program focuses on inspections of CMVs that have been stopped due to traffic violations. The program also focuses on non-CMV vehicles that have committed traffic violations within close proximity of a CMV.

Overall, 26 FTE MCSD troopers spend approximately 15% of their time on traffic enforcement without inspection, 80% traffic enforcement with inspection, and 5% outreach in their respective counties. There are 4 FTE MCSD Troopers who spend 10% of their time on traffic enforcement without inspection, 70% traffic enforcement with inspection, and 20% public relations and outreach. Two compliance review officers are 100% dedicated to compliance review.

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

public notification. These details will operate 2 to 3 days per month utilizing 3 to 4 troopers working nine hour shifts. Details will also be scheduled in high crash corridors which will be manned by 9 to 10 MCSD troopers working nine hour shifts.

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

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

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

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

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

Part 2 Section 3 - Roadside Inspections

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

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

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

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2018 - 2020.

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 2012 - 2016

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	20822	16910	18331	17941	15323
Level 2: Walk-Around	21784	20878	23463	31692	28773
Level 3: Driver-Only	24281	19577	20053	20942	17840
Level 4: Special Inspections	559	272	357	254	901
Level 5: Vehicle-Only	409	433	368	229	353
Level 6: Radioactive Materials	0	0	0	0	0
Total	**67855**	**58070**	**62572**	**71058**	**63190**

Narrative Overview for FY 2018 - 2020

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

For FY 2018-2020, MCSD will continue its agreement with the Mississippi Department of Transportation (MDOT) to help complete driver/vehicle inspections statewide. MCSD roadside inspectors will continue to use ISS and Query Central with CSA improvements to highlight carriers and drivers who are deficient in the BASICs and target those areas during inspections. All OOS carriers will be run through the Query and will not be allowed to proceed. MCSD has been performing, on average, 5,266 roadside inspections per month during 2016. MCSD is on track to complete over 60,000 inspections for FY 2017.

Performance Goal: MCSD plans to conduct at least 62,000 inspections for FY 2018, 63,000 for FY 2019, and 54,000 for FY 2020. The performance goals for inspections was lowered for FY 2020 due to a shortage of 8 motor carrier troopers due to retirement and reasssignment. These positions will be filled and trained as soon as possible. MCSD will also plan to meet the 25% requirement for Level

1 inspections and the 33% Level III inspection requirement. During FY 2018-2020, Level 5 inspections will be restricted to requests by FMCSA during a motor carrier strike force or during a compliance review. MCSD inspectors may conduct Level 5 inspections during May and June in order to meet the minimum CVSA requirement of eight per inspector per year.

Performance Measure: To conduct at least 13,500 inspections per quarter, utilizing the 30 MHP troopers and 2 compliance review officers (TOTAL 32) dedicated to the MCSAP program and the assistance of MDOT officers. MDOT is classified as a non-funded agency.

Projected Goals for FY 2018 - 2020

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2018 - 2020. For FY 2020, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

Lead Agency is: MS DEPARTMENT OF PUBLIC SAFETY MOTOR CARRIER SAFETY DIVISION

Enter the total number of certified personnel in the Lead agency: 32

Projected Goals for FY 2020 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2233	900	142	3275	30.90%
Level 2: Walk-Around	2200	1120	36	3356	31.66%
Level 3: Driver-Only	2860	630	30	3520	33.21%
Level 4: Special Inspections	265	22	2	289	2.73%
Level 5: Vehicle-Only	100	45	15	160	1.51%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	**7658**	**2717**	**225**	**10600**	

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 2020 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	**0**	**0**	**0**	**0**	

Non-Funded Agencies

Total number of agencies:	1
Enter the total number of non-funded certified officers:	166
Enter the total number of inspections projected for FY 2020:	43066

Summary

Projected Goals for FY 2020 - Roadside Inspections Summary

Projected Goals for FY 2020 Summary for All Agencies					
MCSAP Lead Agency: MS DEPARTMENT OF PUBLIC SAFETY MOTOR CARRIER SAFETY DIVISION # certified personnel: 32					
Subrecipient Agencies: # certified personnel: 0					
Number of Non-Funded Agencies: 1 # certified personnel: 166 # projected inspections: 43066					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2233	900	142	3275	30.90%
Level 2: Walk-Around	2200	1120	36	3356	31.66%
Level 3: Driver-Only	2860	630	30	3520	33.21%
Level 4: Special Inspections	265	22	2	289	2.73%
Level 5: Vehicle-Only	100	45	15	160	1.51%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	**7658**	**2717**	**225**	**10600**	

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.

Projected Goals for FY 2019 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	18000	0	45000	63000
Enter total number of certified personnel	32	0	166	198
Projected Goals for FY 2020 Roadside Inspections				
Enter total number of projected inspections	18500	0	45500	64000
Enter total number of certified personnel	35	0	166	201

Part 2 Section 4 - Investigations

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

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

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

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

☐ **The 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 2012 - 2016

Investigative Types - Interstate	2012	2013	2014	2015	2016
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	5	0	4	3
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	87	142	109	89	82
CSA On-Site Comprehensive	22	23	28	21	22
Total Investigations	**109**	**170**	**137**	**114**	**107**
Total Security Contact Reviews	0	6	3	1	3
Total Terminal Investigations	0	0	0	1	1

Investigative Types - Intrastate	2012	2013	2014	2015	2016
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	**0**	**0**	**0**	**0**	**0**
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2018 - 2020

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 2018 - 2020

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2018 - 2020.

Projected Goals for FY 2018 - 2020 - Investigations						
	FY 2018		**FY 2019**		**FY 2020**	
Investigation Type	**Interstate**	**Intrastate**	**Interstate**	**Intrastate**	**Interstate**	**Intrastate**
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	1	0	1	0
Non-Rated Reviews (Excludes CSA & SCR)	3	0	5	0	5	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	88	0	86	0	86	0
CSA On-Site Comprehensive	27	0	28	0	28	0
Total Investigations	**118**	**0**	**120**	**0**	**120**	**0**
Total Security Contact Reviews	5	0	6	0	6	0
Total Terminal Investigations	1	0	1	0	1	0

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

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

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

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

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

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

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

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

PERFORMANCE MEASURE: MCSD will conduct 118 interstate compliance investigations in FY 2018, 120 in 2019, and 122 in 2020.

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

The MCSD staff will monitor the evaluation and intervention process through contact with FMCSA staff assisting with compliance review. MCSD shall make use of measurement results to identify carriers for Compliance, Safety, Accountability (CSA) interventions. Utilizing the measurement

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

Part 2 Section 5 - Traffic Enforcement

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

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

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

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

Trend Analysis for 2012 - 2016

Instructions*:*

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2015	09/30/2016	1360	1466
10/01/2014	09/30/2015	1388	1479
10/01/2013	09/30/2014	1085	1153
10/01/2012	09/30/2013	1087	1151
10/01/2011	09/30/2012	1200	1329

☐ *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.*

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2016	12/31/2016	58	58
01/01/2015	12/31/2015	71	71
01/01/2014	12/31/2014	100	100
01/01/2013	12/31/2013	164	164
01/01/2012	12/31/2012	119	119

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2016	12/31/2016	1466	1466
01/01/2015	12/31/2015	1395	1395
01/01/2014	12/31/2014	1287	1287
01/01/2013	12/31/2013	1109	1109
01/01/2012	12/31/2012	1307	1307

Enter the source and capture date of the data listed in the tables above.
June 13, 2017 A & I; Daily Activity Report MHSP annual reports

Narrative Overview for FY 2018 - 2020

Instructions:

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

The MCSD traffic enforcement program focuses on inspections of CMVs that have been stopped due to traffic violations. The program also focuses on non-CMV vehicles that have committed traffic violations within close proximity of a CMV. Performance Objective: Increase the total number of inspections derived from traffic enforcement activities. During FY 2012 MCSD conducted 1200 inspections in conjunction with traffic enforcement activities. There were 1,087 traffic enforcement inspections in FY 2013, 1,085 for FY 2014, 1388 for FY 15, and 1360 for FY 16 . For FY 2018-2020, MCSD proposes to increase the total number of inspections derived from traffic enforcement by 9%, w or 3% each year. (Data Source: A&I 6/13/2017)

Overall, 26 FTE MCSD troopers spend approximately 15% of their time on traffic enforcement

without inspection, 80% traffic enforcement with inspection, and 5% outreach in their respective counties. There are 4 FTE MCSD Troopers who spend 10% of their time on traffic enforcement without inspection, 70% traffic enforcement with inspection, and 20% public relations and outreach. Two compliance review officers are 100% dedicated to compliance review. MCSD will develop a schedule of monthly traffic enforcement details focusing on CMVs committing traffic violations. Additional details will be conducted in areas that receive complaints or public notification. These details will operate 2 to 3 days per month utilizing 3 to 4 troopers working nine hour shifts. Details will also be scheduled in high crash corridors which will be manned by 9 to 10 MCSD troopers working nine hour shifts. MCSD shall schedule quarterly traffic enforcement details that focus on non-CMV drivers committing traffic violations in close proximity of a CMV.

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

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

Projected Goals for FY 2018 - 2020

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018 - 2020. 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.

Yes	No	Traffic Enforcement Activities	Enter Projected Goals (Number of Stops only)		
			FY 2018	FY 2019	FY 2020
◉	○	CMV with Inspection	1400	1442	1485
◉	○	CMV without Inspection	50	50	50
◉	○	Non-CMV	1000	1050	1100
◉	○	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	1100	1200	1300

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the FAST Act requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

FY 2020 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2020 Activities	Average 2004/05 Activities
53666	120	400	54186	31297

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

Performance Objective: MCSD proposes to increase the number of CMV traffic enforcement with inspection by 9% in FY 2018-2020, 3 % each year. From 1360 in FY 16 to 1400 in FY 2018, 1442 in FY 2019, and 1485 is FY 2020. Based on the monthly inspection tracking numbers, MCSD will make needed adjustments to enforcement detail locations and to the number of troopers participating in details. Based on the types of violations being issued, MCSD will be able to identify specific violations which need extra focus and enforcement. Data from enforcement details will be used to identify the effectiveness of the enforcement strategies.

Part 2 Section 6 - Safety Technology

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

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

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

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in [49 CFR 350.201 (aa)]. States must achieve full participation by October 1, 2020. FMCSA defines "fully participating" in PRISM, for the purpose of determining eligibility for MCSAP funding, as when a State's or Territory's International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201(aa) (cc)]). For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of full participation in PRISM, O&M costs are eligible expenses. O&M expenses must be included and described 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.).

Safety Technology Compliance Status

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

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

Avaliable data sources:

- FMCSA website ITD information
- FMCSA website PRISM information

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency: Mississippi Department of Transportation

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency: Mississippi Department of Transportation

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative and Projected Goal:
If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.
Mississippi's PRISM compliance is at Step 7.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to implement full participation in PRISM.
Not Applicable

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.
Not Applicable

Part 2 Section 7 - Public Education and Outreach

> **Please review the description of your State's public education and outreach activities, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.**
>
> ⦿ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**
>
> ○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

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

Trend Analysis for 2012 - 2016

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

Public Education and Outreach Activities	2012	2013	2014	2015	2016
Carrier Safety Talks	1	1	3	3	4
CMV Safety Belt Education and Outreach	1	1	1	1	1
State Trucking Association Meetings	2	2	2	2	2
State-Sponsored Outreach Events	1	1	1	1	1
Local Educational Safety Events	1	1	1	1	1
Teen Safety Events	1	1	1	1	1

Narrative Overview for FY 2018 - 2020

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

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

Performance Objective: MCSD will increase the safety awareness of the motoring public, motor carriers, and drivers through public education and outreach activities by conducting at least 10 carrier safety talks, safety demonstrations, state and local outreach events in FY 2018, 12 in FY 2019 and 12 events in FY 2020.

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

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

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

MCSD will host the National Commercial Vehicle Safety Alliance Convention (CVSA) in September 2019 in Biloxi, Mississippi. This event is a fantastic opportunity for earned media for the Mississippi CMV safety program.

The number of programs conducted in FY 2018, FY 2019, and FY 2020 will be measured against the goal of one public awareness/educational program per quarter. MCSD will review state data that reflects the number of contacts made and programs presented and review quarterly to ensure that goals are met. A&I Online reports will be used to measure the overall effectiveness of the outreach programs in reducing CMV related crashes.

.

Projected Goals for FY 2018 - 2020

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.

Yes	No	Activity Type	Performance Goals		
			FY 2018	FY 2019	FY 2020
⦿	○	Carrier Safety Talks	4	5	5
⦿	○	CMV Safety Belt Education and Outreach	1	1	1
⦿	○	State Trucking Association Meetings	2	2	2
⦿	○	State-Sponsored Outreach Events	1	1	1
⦿	○	Local Educational Safety Events	1	2	2
⦿	○	Teen Safety Events	1	1	1

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

Performance Measure: MCSD staff will conduct at least 10 public education events in FY 18, 12 in FY 19, and 15 in FY 2020.

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

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

Please review your State's SSDQ compliance levels and narrative overview and identify if changes are needed for the upcoming fiscal year. You must also update the newly added Crash VIN Accuracy category rating. You must select 'yes' to make changes.

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

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

The FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	No

Available data sources:

- FMCSA website SSDQ information

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 2018 - 2020.

SSDQ Category	Current SSDQ Rating	Goal for FY 2018	Goal for FY 2019	Goal for FY 2020
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.
Mississippi Data Quality is shown as GOOD in A & I dated July 2019..

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary.
 MCSD will continue its GOOD ratings for State Safety Data Quality during FY 2018, FY 2019, and FY 2020.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.
Not applicable

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.
Data will be monitored for any changes or flags quarterly and will be included in the Quarterly PPR reporting.

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. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

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

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

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP (49 CFR 350.201.) The Act allows a State to conduct intrastate New Entrant safety audits at the State's discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

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

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

Trend Analysis for 2012 - 2016

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

New Entrant Safety Audits	2012	2013	2014	2015	2016
Interstate	454	335	416	393	576
Intrastate	0	0	0	0	0
Total Audits	**454**	**335**	**416**	**393**	**576**

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 2018 - 2020

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

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: Statutory time limits for processing and completing interstate safety audits are:

- *If entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier —safety audit must be completed within 18 months.*
- *If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later—safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.*

Projected Goals for FY 2018 - 2020

For the purpose of completing the table below:

- ***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.).*

Projected Goals for FY 2018 - 2020 - New Entrant Safety Audits						
	FY 2018		FY 2019		FY 2020	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	320	0	340	0	320	0
# of Safety Audits (Offsite)	80	0	85	0	80	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	**400**	**0**	**425**	**0**	**400**	**0**
# of Non-Audit Resolutions	420	0	430	0	400	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

The MCSD New Entrant Audit section will assist in accomplishing the FMCSA goal of reducing the number of crashes and fatalities involving large trucks and commercial buses by conducting at least 400 New Entrant Safety Audits with the regulated time frames. Over the past three years (2013-2015) Mississippi has shown an overall increase of 27% in new carriers entry into interstate operation. Using A & I data, Mississippi could see a 10% increase OR greater during FY 18-FY 2020 in the number of new commercial carriers entering the industry. Analysis report shows from June 2013 to May 2014, a 15% increase in NE inventory from 635 to 753. From June 2014 to May 2015, there was a 9% increase form 736 to 810 and from June 2015 to May 2016, carriers remained almost steady from 810 to 805 These data show an average increase of 10% to 12%. (Source: FMCSA A&I New Entrant Monthly Trends, June 13, 2017.)

Plan to meet New Entrant Audit Requirements:

Recent staffing issues are creating challenges in meeting our stated objectives in FY 2019 and need to be addressed to meet FY 2020 objectives. One of the New Entrant staff officer positions remains unfilled, and the administrative manager position is unfilled as well.   Efforts are underway to fill the vacant new entrant auditor before December 31, 2019.

Listed below are steps to be implemented to reduce overdue audits:

1. MCSD troopers will be cross trained and certified to allow all motor carrier units to conduct new entrant audits.

2. MCSD troopers will conduct on-site audits twice a month in different regions focusing on

regions with the highest volume.

A New Entrant Safety Audit class will be held on December 2-13 in Tunica, MS at the Hollywood Casino. Fifteen (15) inspectors will be crosstrained in New Entrant to help periodiocally with safety audits. Once trained, the auditors should be able to fulfill the required number of safety audits for FY 2020.

Activity Plan for FY 2018 - 2020: 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.

Based on an average of 100 safety audits conducted by each of the four auditors during FY 16, New Entrant Program will conduct 400 New Entrant Safety Audits in the required time based on entry dates into the program. Safety Auditors will conduct approximately 320 (80%) at the carrier's place of business, and 80 audits (20%) will be completed at a central location conducive for the auditor.

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

Performance Measure: To complete 400 New Entrant Safety audits in FY 2018, 425 in FY 2019, and 400 in FY 2020 within 3 to 12 months of new carrier entry into the program, ensuring that all Participants are in full compliance with FMCSRs and Hazardous Materials regulations.

The performance measure for FY 2020 was reduced to 400 audits due to staffing issues. The supervisor of the New Entrant section will review audit reports on a monthy basis for completeness and accuracy. Monthly meetings will be held to monitor progress in completing audits and monitoring the timeline to prevent overdue carriers in the inventory.

Part 3 - National Emphasis Areas and State Specific Objectives

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FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2018 - 2020).

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

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

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

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

Instructions:

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

Check this box if:

☐ **As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal 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.**

Narrative Overview for FY 2018 - 2020

Enter your State's OOS Catch Rate percentage if below 85 percent: 33%

Projected Goals for FY 2018 - 2020: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2018	50
2019	50
2020	60

Mississippi Motor Carrier Safety Program has worked diligently to increase the Federal OOS catch rate from a low in FY 2015 of 20%. MCSD put into place a mandatory check for ALL DOT numbers through the FMCSA Data Base before the vehicle can be released from inspection. If no internet is available, the inspectors must call MCSD headquarters to run the DOT number through Query Central. This policy has increased the Federal OOS Catch Rate to 50% in FY 2017, and is currently at 33% as of September 2019. With this policy being strictly enforced, the percentage is projected to continue to rise to 50% in FY 2018, 50% in FY 2019, and to 60% in FY 2020.

Program Activities for FY 2018 - 2020: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

The MCSD will continue to run every DOT number through Query Central in both MHP and MDOT for ALL inspections. The MCSD will maintain strict enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities. MCSD will strive to identify each missed carrier with a Federal OOS order and provide training for the officer responsible for not following the correct protocol, unless resulting from failure to comply with a New Entrant audit.

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

Performance Measure: **The MCSD will increase the catch rate for carriers operating under a Federal OOS Order from 50% in FY 2017 to 50% in 2018, 50% in FY 2019, and 60% in FY 2020.**

MCSD will continue to monitor the Federal OOS catch rate quarterly to ensure that the DOT number queries are being conducted during all inspections. Training and reinforcement of the strict policy will continue into FY 2018, FY 2019, and FY 2020.

Part 3 Section 2 - Passenger Carrier Enforcement

> **Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.**
>
> ○ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**
>
> ⦿ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2018 - 2020

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

   Passenger carrier crashes have been increasing each year in Mississippi, with a 32% increase from 2011 to 2016. Strict enforcement with strike details and enhanced investigations and inspections with FMCSA at carrier locations must continue to stop spiraling trend. There were 135 bus crashes in 2016, up from 128 in 2015.   Six fatalities from six fatal crashes were reported in state motor coach/passenger buses during 2015, with 45 injury crashes resulting in 109 injuries. In 2016, there were zero fatalities involving passenger buses, with 104 injuries.

       In 2018-2020, as in previous eCVSPs, the MCSD plans to concentrate on passenger carriers as part of the commercial vehicle safety plan. Mississippi has a large concentration of bus traffic in the northern and coastal regions of the state. Casinos in Harrison, Hancock, Neshoba, and Tunica Counties attract a large number of tour buses from all over the U.S. This higher volume and steady passenger carrier traffic has resulted in higher numbers of bus crashes.

       MCSD plans to increase enhanced investigation and inspection efforts in the high traffic areas within the state for FY 2018-2020. At least one bus inspection strike-force detail per quarter or four per year will be performed throughout FY 2018 and will continue into FY 2019 and FY 2020. These activities will include Federal and MCSD efforts. According to MCMIS dated June 13, 2017, for 2012, bus crashes were at 102, with no fatal crashes and 59 injury crashes, and in 2013, there were 103 crashes resulting in three fatalities and 49 injury crashes. IN 2014, there were 121 bus

crashes, with one fatal crash and 57 injuries. (Data sources: Data Snapshot as of June 13, 2017, A&I On-Line, MCMIS and FARS).

CY 2012-2016 BUS CRASHES BY INJURY AND FATAL
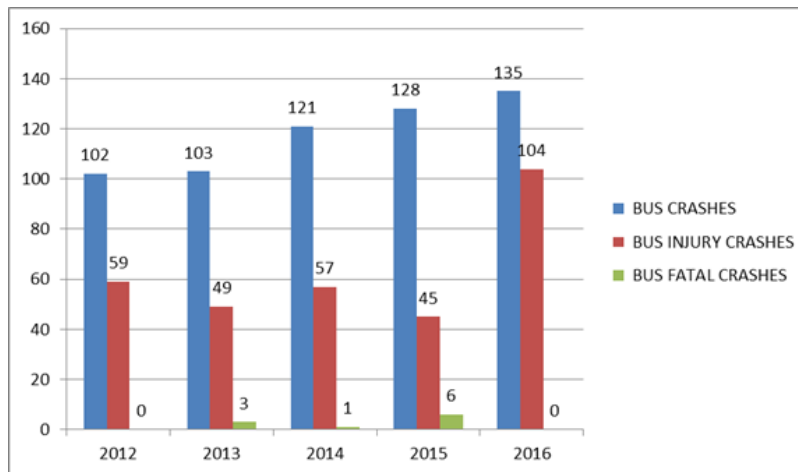
Over the past four years as depicted in the chart below, MCSD inspectors have increased passenger safety roadside inspections by 85%, from 178 in FY 2013 to a high of 329 in FY 2016. Roadside inspections will continue to be a priority during FY 2018-2020 to reduce the rise in bus crashes.

ROADSIDE PASSENGER CARRIER INSPECTIONS FY 2013-FY 2016
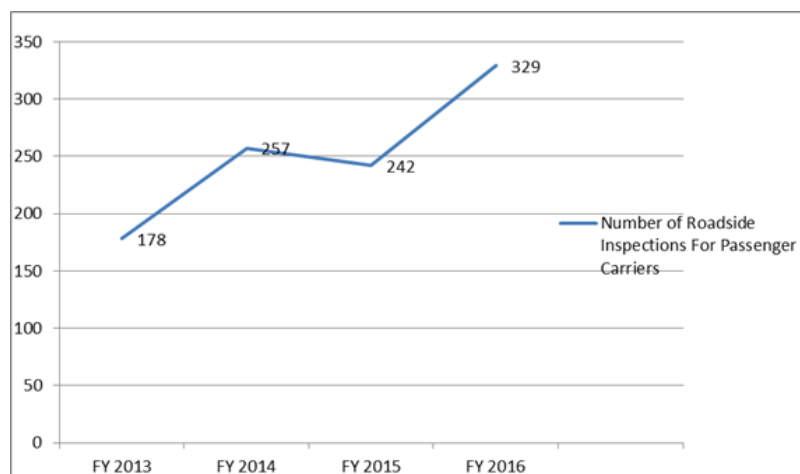
Projected Goals for FY 2018 - 2020: Enter the performance goal for the three year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2018, 2019 and 2020 must also be included.

Performance Goal: In an effort to support the National and State emphasis on passenger carrier crash reduction, MCSD will reduce bus crashes in the state by 15% over the next three fiscal years, or 5% per year, decreasing crashes from 135 in 2016 to 128 in FY 2018, to 122 in FY 2019, and to 116 in FY 2020.

Program Activities for FY 2018 - 2020: Provide additional information regarding how these activities will be implemented.

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

MCSD will continue to emphasize passenger carrier inspections in an effort to reduce bus crashes in the state. MCSD has a goal of a projected 1000 driver/vehicle inspections for passenger carrier vehicles over the next three years, with 320 in FY 2018, 330 in FY 2019, and 350 in FY 2020.

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

Performance Measure: The number of injury crashes involving passenger carrier vehicles will be reduced by 15% over FY 2018-2020, or by 5% per year. From 104 in 2016 to 99 in FY 2018; to 94 in FY 2019, and to 89 in FY 2020.

Performance Measure: The number of fatal bus crashes will be maintained at ZERO for FY 2018 - FY 2020.

Performance Measure: MCSD and its MCSAP partners will conduct at least one terminal inspection per year for FY 2018, FY 2019, and FY 2020.

Performance Measure: MCSD and its MCSAP partners will conduct at least four special emphasis roadside inspections per year for Fy 2018, FY 2019, and FY 2020.

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

Part 3 Section 3 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 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 2017 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2017 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2017 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.
CMV SAFETY INMROVEMENT: A specific safety problem was identified in CMV crashes regarding seat belt usage. A significant number of drivers and passengers killed in CMV related crashes were not wearing seat belts. Of the 56 total CMV related fatalities in 2012, 36 or 65% of those killed were not wearing seat belts. In 2014, there were 72 CMV fatalities, with 23 or 32% unrestrained, representing a significant increase in seat belt usage by both truckers and passengers. Mississippi had a overall usage rate of 78.3% in 2014. Increasing the seat belt usage rate statewide has had a definite impact on the number of CMV fatalities reported each year. MCSD has been successful in their attempts to make CMV and non-CMV drivers more aware of the primary seatbelt law in place within the State of Mississippi through strict high visibility enforcement of the primary seat belt law and extensive paid media campaigns such as Click It or Ticket. At least one seat belt presentation is conducted each quarter as well. MCSD and the Department of Public Safety Public Affairs Office routinely make contact with the general public and industry throughout the state. MCSD will also participate in national initiatives such as the Click-it-or-Ticket program. MCSD will conduct quarterly safety talks and outreach programs within the motor vehicle carrier industry, the general public and civic groups in order to distribute information in regards to safety restraint use and, the primary seat belt laws in place within Mississippi. MCSD staff will review CMV related crash reports quarterly to evaluate the effectiveness of this strategy. CMV driver fatalities due to the improper use of safety restraints will be tracked and analyzed to determine the success of the industry outreach. In 2014, there were 72 CMV related fatalities, with 23 unbelted drivers and passengers. There were 68 CMV related fatalities in 2013, with 21 unbelted drivers and passengers. Although the number of CMV related fatalities has increased from 55 in 2012 to 68 in 2013, and from 68 to 72 in 2014, the number of those CMV related fatalities unbelted continues to fall from 36 or 65% in 2012 to 23 or 32% in 2014. Mississippi had an increase in seatbelt usage in 2013 from 74% in 2013 to 78.3% in 2014.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
To reduce the total number of fatalities not wearing seatbelts in CMV related crashes by 5%, based on 72 CMV fatalities with 20 unrestrained drivers and passengers in 2015, to 68 CMV related fatalities and 19 not restrained in 2016.

Actual: Insert year to date progress (#, %, etc., as appropriate).
In 2016, there were 79 fatalities involving heavy trucks. Of those 79 fatalities, 25 were not wearing seatbelts or 32%. In 2015, there were 72 CMV fatalities, with 20 unbelted or 28%. In 2014, there were 72 CMV related fatalities, with 23 unbelted drivers and passengers. There were 68 CMV related fatalities in 2013, with 21 unbelted drivers and passengers.The percentage of CMV fatalities that are unrestrainted seems to remain around 32% each year. Increasing the seat belt usage rate statewide as well as the seat belt usage rate for CMV drivers would have a definite impact on the number of CMV fatalities. Mississippi's seat belt usage rate for 2016 was 78%. The rate for 2017 has not yet been completed.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
The decrease in the overall statewide usage rate is being addressed by MCSD in conjunction with the Mississippi Highway Patrol and the Governor's Office of Highway Safety. MCSD has been successful in their attempts to make CMV and non-CMV drivers more aware of the primary seatbelt law in place within the State of Mississippi through

strict high visibility enforcement of the primary seat belt law and extensive paid media campaigns such as Click It or Ticket. At least one seat belt presentation was conducted each quarter as well. MCSD and the Department of Public Safety Public Affairs Officer routinely make contact with the general public and industry throughout the state. MCSD conducted quarterly safety talks and outreach programs within the motor vehicle carrier industry, the general public and civic groups in order to distribute information in regards to seat belt use and the primary seat belt laws in place within Mississippi. MCSD staff will review CMV related crash reports quarterly to evaluate the effectiveness of this strategy. CMV driver fatalities due to the improper use of safety restraints will be tracked and analyzed to determine the success of the industry outreach. Mississippi CMV drivers have shown an increase in seat belt usage, as has the general public. Mississippi's seat belt rate still remains below the National average. Although seat belt usage in Mississippi will remain a priority, this objective will not continue into FY 2018-2020.

Activity #2

Activity: Describe State-specific activity conducted from previous year's CVSP.
Beginning in FY 13, Mississippi has seen a significant increase in oilfield drilling with hydraulic fracturing in the southwestern portion of the state, including but not limited to Amite, Wilkinson, and Pike Counties. This type of drilling requires heavy trucks to transport oilfield drilling equipment and large quantities of water, sand, and chemicals to oil well sites on a daily basis. CMV traffic in these areas where the drilling is occurring has doubled within the last two years. Although the majority of the drilling is located in rural areas and off county roads, CMV traffic is increasing on connecting county and state highways. Areas with high volumes of CMV traffic usually see increases in CMV crashes. CMVs working in oil field operations are often carrying hazardous materials. These CMVs must be subject to inspection on a regular basis to ensure that HM regulations are being followed. In 2012, there were 10 CMV crashes in Amite County, with 2 CMV crashes in 2013, and 6 CMV crashes in 2014. There were 5 CMV crashes in Wilkinson County in 2012, 3 CMV crashes in 2013, and 5 in 2014. In 2012, there were 31 CMV crashes in Pike County, 24 CMV crashes in 2013, and 22 in 2014. In CY 2015, Amite County had 4 CMV crashes, Pike County had 31 crashes, and Wilkinson had 3 cmv crashes, for a total of 42 cmv large truck crashes in the three oil field operations counties. Pike County is most populated of the three counties, with I-55 running through the entire county. In 2016, there were 24 crashes in Pike County, accounting for only 1% of CMV related crashes statewide. For 2016, Amite County had 12 crashes and Wilkinson had 4 cmv crashes Source: A&I Snapshot as of June 24, 2016.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
Performance Goal: Enter performance objectives including baseline data and goal. MCSD will reduce the number of large truck CMV crashes within Amite, Wilkinson, and Pike Counties by 10% from 42 CMV crashes in 2015 to 38 large truck CMV crashes by the end of 2017.

Actual: Insert year to date progress (#, %, etc., as appropriate).
CMV related crashed fell from 42 in 2015 to 40 in 2016, and continue to fall in 2017, with only 3 CMV related crashes as of June 2017. (Data Source: A & I CVSP Tool Kit dated June 27, 2017. MCSD conducted one special detail per quarter in the southwestern portion of the state, focusing on enforcement of HM regulations, and conducting HM inspections. MCSD checked carriers transporting hazardous materials in the appropriate vehicles, and that the HM were properly classified and marked in accordance with HM regulations. MCSD conducted one special detail per quarter in the southwestern portion of the state, focusing on HM regulations through Level I, II, and III inspections

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
No problems were observed in meeting this objective. The numbers of large truck crashes remain low in these three counties, and account for only 2% of the state CMV related crashes. This objective has been met, and will not continue into FY 2018-FY 2020..

Part 3 Section 4 - State Specific Objectives – Future

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

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

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

Instructions:

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

Describe any State-specific objective(s) identified for FY 2018 - 2020. 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.
(1) Improvement for the Safe and Secure Movement of CMV Cargo Tank Trucks By Enforcement of Traffic Laws and Safety Regulations on Cargo Tank CMVs.

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
Problem Statement: The primary mission of the MCSD is to reduce the number and severity of crashes, injuries, fatalities, and hazardous material spills involving commercial motor vehicles. To further this mission, MCAP will focus on the enforcement of traffic laws and safety regulations regarding CMVs in order to continue to reduce the number of crashes, especially rollover crashes in the state. The safe and secure transporting of cargo including gasoline, flammable gases, and crude oil are vital to protect the public and the environment. According to the MS Fatal Accident Reporting System (FARS), in CY 2015, there were 13 CMV related rollover fatalities out of a total of 73 CMV related fatalities. Rollover fatalities accounted for 18% of all CMV related fatalities. Of the 13 CMV related fatalities, nine fatalities or 12% involved the rollover of a CMV heavy truck. MCAP will conduct six details with emphasis on cargo tank trucks in high crash corridors during FY 2017. These extra details will increase the number of cargo tank inspections and hopefully reduce CMV crashes.

Projected Goals for FY 2018 - 2020:
Enter performance goal.
Goals: • To decrease CMV heavy truck rollover fatalities statewide by 45% or 15% per year, from nine (9) during 2015 to eight (8) CMV rollover crashes in 2018, six (6) by 2019, and to five (5) by 2020.

Program Activities for FY 2018 - 2020: Describe the activities that will be implemented including level of effort.
Objectives: • During FY 18-2020, MCAP troopers will conduct six cargo tank truck strike details in areas with high CMV traffic, working eight hour shifts with at least eight motor carrier units at each detail. (2)Program Activity Plan The Mississippi Highway Patrol Motor Carrier Division will conduct six extra details with focus on Cargo tank CMVs in the high

crash corridors consisting of at least eight certified motor carrier units. The Mississippi Highway Safety Patrol, Motor Carrier Safety Division troopers are all certified in HM. These troopers will conduct CMV details in the high crash corridor areas and other areas cargo tank CMVs travel most frequently. These details will be 8 hour shifts with 10 to 30 Motor Carrier Units present. Each certified trooper will be required to conduct 3 level ones per detail. All details will be worked during peak times and days. Data will be monitored monthly and stats forward to State FMSCA. • Task 1. High and low visibility enforcement will be used with marked and unmarked enforcement vehicles in the areas of high CMV crash corridors. • Task 2. Cell phone usage, texting, seatbelt violations, placarding, proper tanks for HM, and CMV vehicle/driver safety will be targeted. Unmarked patrol cars will be patrolling the areas in search for cell phone usage and lack of seatbelts. Spotters will be used on overpasses to detect cellphone use and no seatbelts as well. CMV inspections will be used for checking placards, proper HM tanks, and safety violations to maintain CMV safety regulations on the highway. • Task 3. Inspection data obtained on HM details, rollover data and inspections with violations will be maintained and recorded to determine the areas of the state with the most cargo tank violations.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.
Performance Measurement Plan/Monitoring: To reach the goal of 5% decrease per year in commercial motor vehicle crashes, the evaluator will monitor and accumulate data given from the officers and crash data received from the state. Reports on CMV crash data will be reported quarterly. An evaluation will be conducted quarter by quarter to see if our efforts are successful or if there needs to be a different approach taken. The number of high corridor and passenger carrier details, number of personnel, and number of man-hours will be reported each quarter. The number of Level I, II, III, IV, and V inspections will be reported quarterly, as well as number of drivers OOS, number of Vehicles OOS, number of inspections with enforcement, enforcement with no inspection, and HM inspections. Rollover CMV crashes with and without hazardous materials will be counted as well to closely monitor the 15% decrease per year.

State Objective #2

Enter the title of your State-Identified Objective.
Improvement for the Safe and Secure Movement of CMVs (FY 2018 State Specific Objective Revised)

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
The State-Identified Objective as stated in the FY 2018 eCVSP was requested to be revised by FMSCA. References to Cargo Tanker CMVs were removed and the focus shifted to decreasing CMV heavy truck rollover crashes. The primary mission of he MCSD is to reduce the number and severity of crashes, injuries, fatalities, and hazardous materials involving commercial motor vehicles. To further this mission, the MCSD will focus on the enforcement of traffic laws and safety regulations of CMVs aimed at reducing the number of rollover crashes. According to the MS Fatal Accident Reporting System (FARS), in CY 2015, there were 13 CMV related rollover fatalities out of 73 CMV fatalities, accounting for 18% of all CMV related fatalities statewide. Of the 13 CMV related fatalities, nine or 12% involved the rollover of a CMV heavy truck.

Projected Goals for FY 2018 - 2020:
Enter performance goal.
To decrease CMV heavy truck fatalities statewide by 45% or by 15% per year, from nine (9) rollover crashes during CY 2015 to eight (8) CMV rollover crashes in 2018, six (6) in 2019, and five (5) by 2020.

Program Activities for FY 2018 - 2020: Describe the activities that will be implemented including level of

effort.
During FY 18-2020, MCSD troopers will conduct at least six strike details focusing on CMV heavy trucks in high CMV traffic areas, working eight hour shifts with at least eight MCSD units at each detail. All details will be worked during peak times and days. Data will be monitored quarterly and reported in the MCSAP Quarterly reports.

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.
Rollover CMV crashes will be monitored each quarter using the Report Beam data and annually with completed FARS calendar year data.

Part 4 - Financial Information
Part 4 Section 1 - Overview

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

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

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

__Instructions__

The Spending Plan should include costs for FY 2020 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. Federal share is 85 percent of the total project costs for this FMCSA grant program.*
- *__State Share__ means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 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 an 85 percent Federal share and 15 percent State share automatically and populates these values in each line. Federal share is the product of Total Project Costs x .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent 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 insure 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 the FMCSA limit.*
  - *Planned MOE Costs equal or exceed FMCSA limit.*
  - *States' proposed Federal and State share totals are each within $5 of FMCSA's Federal and State share estimated amounts.*
  - *Territories' proposed Total Project Costs are within $5 of $350,000.*

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$4,147,466.00	$731,904.00	$4,879,370.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	$731,904.00
MOE Baseline:	$107,648.67

Part 4 Section 2 - Personnel

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

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

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note*: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see 2 CFR §200.430.*

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	$731,904.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Trooper Inspectors	30	100.0000	$61,796.80	$1,853,904.00	$1,575,818.40	$278,085.60	$0.00
Support MC/NE/CR Staff	17	100.0000	$38,820.00	$659,940.00	$560,949.00	$98,991.00	$0.00
Subtotal: Salary				**$2,513,844.00**	**$2,136,767.40**	**$377,076.60**	**$0.00**
Overtime Project Costs							
Overtime	1	100.0000	$36,000.00	$36,000.00	$30,600.00	$5,400.00	$0.00
Subtotal: Overtime				**$36,000.00**	**$30,600.00**	**$5,400.00**	**$0.00**
TOTAL: Personnel				**$2,549,844.00**	**$2,167,367.40**	**$382,476.60**	**$0.00**
Accounting Method:	**Cash**						

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

The MCSD has a total of 30 FTE Troopers (30 Certifiied Inspectors) working full time on MCSAP eligible enforcement/inspection activities. ==Four troopers were hired and trained in 2019, with the remaining five troopers to be hired and trained during the next six months, to begin working by July 1, 2020.)== The salaries were calculated at 62,400 hours @ an average rate of $29.71 per hour for a total of $1,853,904.

The MCSD has 17 civilian personnel working 100% in Motor Carrier, Compliance Review, and New Entrant. The salaries were calculated @ 35,360 hours at an average salary of $38,820.00 for a total of $659,940.00.

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

The New Entrant staff includes four safety auditors who perform audtis and site visits, and one support staff who received and reviews the new entrant list monthly and schecules carriers for audits, The New Entrant staff dedicate 100% of their time on New Entrant duties.

Overtime is being requested for the MCSD troopers in the amount **of $36,000 with $30,600 federal; $5400 state.**

TOTAL Salary and overtime is 2,549,844 (Federal $2,168,367.40; State $382,476.60)

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

The cost of fringe benefits are allowable if:

- *Costs are provided under established written policies.*
- *Costs are equitably allocated to all related activities, including Federal awards.*
- *Accounting basis (cash or accrual) selected for each type of leave is consistently followed by the non-Federal entity or specified grouping of employees.*

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 each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.*
- *The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.*
- *Health Insurance and Pensions can vary greatly and can be averaged; and like Workers' Compensation, can sometimes be broken into sworn and unsworn.*

In the Position column include a brief position description that is associated with the fringe benefits.

*The **Fringe Benefit Rate** is:*

- *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.*
- *For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.*

*The **Base Amount** is:*

- *The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.*
- *For example, if the total wages for all grant-funded staff is $150,000 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $150,000 x 64.8 x 50% / 100 = $48,600 Total Project Costs.*

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Trooper Inspectors	57.3800	100.0000	$1,853,904.00	$1,063,770.11	$904,204.60	$159,565.51	$0.00
MCSD/NE/CR Support staff	34.7000	100.0000	$659,940.00	$228,999.18	$194,649.30	$34,349.88	$0.00
Overtime	56.7300	100.0000	$36,000.00	$20,422.80	$17,359.38	$3,063.42	$0.00
TOTAL: Fringe Benefits				**$1,313,192.09**	**$1,116,213.28**	**$196,978.81**	**$0.00**

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

Annual Fringe benefits for troopers increased to 57.38% in FY 2019. The retirement percentage was increased to 49.08% in January 2018. In FY 2019,the fringe are calculated as follows: Health/Life insurance @.65%, FICA @ 7.65%, Retirement @49.08%. The budgeted amount of fringe is for 30 troopers.

For the 17 support staff, the fringe rate is @ 34.7% and is calculated as follows: Health/Life 11.3%; FICA 7.65%, Retirement @ 15.75%. The total budgeted fringe for support staff is $228,999.18. (Federal $194,649.30; State $34,349.88).

In FY 2019, overtime fringe was calculated @ 49.08% retirement and 7.65 FICA for a total of 56.73%.

(Fringe Total $1,313,192.09. Federal: 1,116,213.28; State: $196,978.81)

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, lodging, meals, transportation, registration, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

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

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see 2 CFR §200.474.

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Registration	5	0	100.0000	$9,000.00	$7,650.00	$1,350.00	$0.00
Lodging	30	5	100.0000	$16,500.00	$14,025.00	$2,475.00	$0.00
Food Per Diem	30	5	100.0000	$6,000.00	$5,100.00	$900.00	$0.00
Training travel costs	30	25	100.0000	$123,750.00	$105,187.50	$18,562.50	$0.00
New Entrant Travel	5	60	100.0000	$9,000.00	$7,650.00	$1,350.00	$0.00
New Entrant Workshop	6	18	100.0000	$2,970.00	$2,524.50	$445.50	$0.00
Misc. Travel Costs	5	0	100.0000	$300.00	$255.00	$45.00	$0.00
TOTAL: Travel				**$167,520.00**	**$142,392.00**	**$25,128.00**	**$0.00**

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

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

Per diem/food for 30 personnel @$40 per day for 5 days =$6000.

Lodging for 30 personnel @$110 per night for 5 nights=$16,500.

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

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

New Entrant Travel for the five auditors is calculated @ $70 per night for 60 nights ($4200) and per diem for two days per month @$40 per day ($4800) Total $9000.

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

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

Daily training course costs are calculated at $165 per day, which includes $99 for lodging,

$40 for meals, and $26 for miscellaneous. Level 1 A & B course is 10 days for cost of $49,500; General HAZMAT for 5 days @ $24,750; Cargo Tank for 5 days @ 24,750. for total of 30 troopers X $165 per day x 25 days = $123,750.00.

<mark>There were sufficient funds in the travel category to conduct the New Entrant auditor cross training, which was held in December 2019 in Tunica, MS.</mark>

TOTAL TRAVEL = $167,520.00 ($142,392.00 Federal;$25,128.00 State)

Part 4 Section 5 - Equipment

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

- *If your State's equipment capitalization threshold is below $5,000, check the box below and provide the threshold amount. See §200.12 Capital assets, §200.20 Computing devices, §200.48 General purpose equipment, §200.58 Information technology systems, §200.89 Special purpose equipment, and §200.94 Supplies.*

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for $5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is $1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost (2 CFR §200.436 and 2 CFR §200.439). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Desk top Computers	9	$941.71	100	$8,475.39	$7,204.08	$1,271.31	$0.00
Police Package Vehicles	18	$31,500.00	100	$567,000.00	$481,950.00	$85,050.00	$0.00
Laptop Computers	20	$1,599.00	100	$31,980.00	$27,183.00	$4,797.00	$0.00
Docking stations	10	$523.00	100	$5,230.00	$4,445.50	$784.50	$0.00
TOTAL: Equipment				**$612,685.39**	**$520,782.58**	**$91,902.81**	**$0.00**
Equipment threshold is greater than $5,000.							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.
The MCSAP Unit has a fleet of 37 enforcement vehicles that are 100% dedicated to the MCSAP program. Each of the enforcement vehicles are equippe with computer laptops for the immediate uploading of safety inspections. Eighteen (18) of the enforcement vehicles have reached high mileage (75,000 miles or three years) and have outlasted the useful life of a MS Highway Patrol vehicle. These 18 vehicles will be replaced at a cost of approximately $31,500 each for a total of $567,000.00
Due to the demands places on vehicle based computers and equipment, twenty (20) laptops will be purchased to replace older versions. Laptops cost $1599 for a total of $31,980. Ten docking stations are being requested for the laptops @ $523 each for a total of $5,230.

Nine Desk top computer for administration and IT personnel is requested to replace outdated equipment @ $941.71 each for a total of $8475.39.

The total budgeted amount for equipment is $ (Federal: $520,782.58 State: $91,902.81 TOTAL $612,685.39).

Part 4 Section 6 - Supplies

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

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Uniforms & related supplies	40 each	$525.00	100.0000	$21,000.00	$17,850.00	$3,150.00	$0.00
General Office Supplies	12 month	$232.76	100.0000	$2,793.12	$2,374.15	$418.97	$0.00
Printer	6 each	$365.69	100.0000	$2,194.14	$1,865.02	$329.12	$0.00
TOTAL: Supplies				**$25,987.26**	**$22,089.17**	**$3,898.09**	**$0.00**

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

Six mobile printers are requested to replace those that are outdated in MCSD patrol vehicles @$365.69 each. Total $2,194.14 (Federal: $1865.02; State:$329.12)

General Office Supplies (paper clips, paper, toner, etc) @ $232.76 per month for a total of $2,793.12 per year. (Federal $2374.15; State $418.97)

Uniforms and related supplies for 30 MCSAP troopers and 10 support staff cost on average $525.00 per person for a total of $21,000 (Federal: $17,850.00;State:$3150)

Total Supplies budgeted are $25,987.26. (Federal: $22089.17;State: $3898.09)

Part 4 Section 7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual *– A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award (2 CFR §200.22). All contracts issued under a Federal award must comply with the standards described in 2 CFR §200 Procurement Standards.*

Note*: Contracts are separate and distinct from subawards; see 2 CFR §200.330 for details.*

Subaward *– A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract (2 CFR §200.92 and 2 CFR §200.330).*

Subrecipient *- Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency (2 CFR §200.93).*

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

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

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

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 may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

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

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MOE - Maintenance,Utilities	1	$117,426.19	0.0000	$0.00	$0.00	$0.00	$117,426.19
Copiers/ Fax, etc	12 month	$250.00	100.0000	$3,000.00	$2,550.00	$450.00	$0.00
Communications inc. cell phones, air cards	45 each	$100.00	100.0000	$4,500.00	$3,825.00	$675.00	$0.00
Fuel Cost	12 month	$16,000.00	100.0000	$192,000.00	$163,200.00	$28,800.00	$0.00
CVSA Decals	38000 each	$0.28	100.0000	$10,640.00	$9,044.00	$1,596.00	$0.00
TOTAL: Other Costs				**$210,140.00**	**$178,619.00**	**$31,521.00**	**$117,426.19**

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

Communications include cell phones and computer air cards for 45 staff @$100 each for a total of $4500. (Federal: $3825; State $675)

Copiers and Fax machine leases average $250 a month x 12 months for a totla of $3000 per year. (Federal: 2550; State: 450)

Fuel Costs average 16,000 per month for 12 months for all MCSAP staff = $192,000. (Federal: 163,200; State: 28800)

CVSA decals are $.28 each x 38,000 = $10,640 per year. (Federal; 9044; State: 1596)

Maintenance of Effort $117,426.19. These costs will be covered in Vehicle Maintence including tires, oil changes, wipers, repairs as needed, radios, radar, etc.

Fleet Maintenance:

Mileage and repairs include items such as tires, brakes and other maintenance cost not already identified for 37 MCSAP enforcement vehicles. These costs cover vehicle expenses for 50,000 miles per year. Maintenance includes: 10 oil changes @ $581.80; 1 transmission service @ $1034.16; 2 sets of tires @ $1034.16; and 2 brake services @ $664.48 for a total of $2,362.87 x 37 vehicles =$87,426.19. These costs are included in the MOE for FY 2018.

Utilities $30,000 MOE: The MCSAP program is utilizing $2,500.00 per month as MOE for an annual ownership utility cost of $30,000.00. This expense covers office utilities for MCSD administration and support staff and storage areas for equipment and supplies provided by DPS. This cost is an ownership operating expense for the utilities for 3,125 sq. ft. of space, which is approximately one sixth of the DPS Headquarters Building Square footage. Utility costs may include but are not limited to electricity, phone service, and network access. On average, utilities run in excess of $17,000 per month for the Department of Public Safety Main Building, where the MCSD Administration and Support staff are housed.

TOTAL MOE for FY2019 = $117,426.19

TOTAL COSTS = $210,140.00 (Federal: $178,619.00; State: $31,521.00)

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$4,147,466.00	$731,904.00	$4,879,370.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	$731,904.00
MOE Baseline:	$107,648.67

Estimated Expenditures			
Personnel			
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Trooper Inspectors	$1,575,818.40	$278,085.60	$1,853,904.00	$0.00
Support MC/NE/CR Staff	$560,949.00	$98,991.00	$659,940.00	$0.00
Salary Subtotal	**$2,136,767.40**	**$377,076.60**	**$2,513,844.00**	**$0.00**
Overtime	$30,600.00	$5,400.00	$36,000.00	$0.00
Overtime subtotal	**$30,600.00**	**$5,400.00**	**$36,000.00**	**$0.00**
Personnel total	**$2,167,367.40**	**$382,476.60**	**$2,549,844.00**	**$0.00**

Fringe Benefits			
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Trooper Inspectors	$904,204.60	$159,565.51	$1,063,770.11	$0.00
MCSD/NE/CR Support staff	$194,649.30	$34,349.88	$228,999.18	$0.00
Overtime	$17,359.38	$3,063.42	$20,422.80	$0.00
Fringe Benefits total	**$1,116,213.28**	**$196,978.81**	**$1,313,192.09**	**$0.00**

Travel

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Registration	$7,650.00	$1,350.00	$9,000.00	$0.00
Lodging	$14,025.00	$2,475.00	$16,500.00	$0.00
Food Per Diem	$5,100.00	$900.00	$6,000.00	$0.00
Training travel costs	$105,187.50	$18,562.50	$123,750.00	$0.00
New Entrant Travel	$7,650.00	$1,350.00	$9,000.00	$0.00
New Entrant Workshop	$2,524.50	$445.50	$2,970.00	$0.00
Misc. Travel Costs	$255.00	$45.00	$300.00	$0.00
Travel total	**$142,392.00**	**$25,128.00**	**$167,520.00**	**$0.00**

Equipment

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Desk top Computers	$7,204.08	$1,271.31	$8,475.39	$0.00
Police Package Vehicles	$481,950.00	$85,050.00	$567,000.00	$0.00
Laptop Computers	$27,183.00	$4,797.00	$31,980.00	$0.00
Docking stations	$4,445.50	$784.50	$5,230.00	$0.00
Equipment total	**$520,782.58**	**$91,902.81**	**$612,685.39**	**$0.00**

Supplies

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Uniforms & related supplies	$17,850.00	$3,150.00	$21,000.00	$0.00
General Office Supplies	$2,374.15	$418.97	$2,793.12	$0.00
Printer	$1,865.02	$329.12	$2,194.14	$0.00
Supplies total	**$22,089.17**	**$3,898.09**	**$25,987.26**	**$0.00**

Contractual and Subaward

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

Other Costs

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE - Maintenance,Utilities	$0.00	$0.00	$0.00	$117,426.19
Copiers/ Fax, etc	$2,550.00	$450.00	$3,000.00	$0.00
Communications inc. cell phones, air cards	$3,825.00	$675.00	$4,500.00	$0.00
Fuel Cost	$163,200.00	$28,800.00	$192,000.00	$0.00
CVSA Decals	$9,044.00	$1,596.00	$10,640.00	$0.00
Other Costs total	**$178,619.00**	**$31,521.00**	**$210,140.00**	**$117,426.19**

Total Costs

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	**$4,147,463.43**	**$731,905.31**	**$4,879,368.74**	**$117,426.19**
Total Costs Budgeted	**$4,147,463.43**	**$731,905.31**	**$4,879,368.74**	**$117,426.19**

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$4,147,466.00	$731,904.00	$4,879,370.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	$731,904.00
MOE Baseline:	$107,648.67

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	$2,136,767.40	$377,076.60	$2,513,844.00	$0.00
Overtime Subtotal	$30,600.00	$5,400.00	$36,000.00	$0.00
Personnel Total	$2,167,367.40	$382,476.60	$2,549,844.00	$0.00
Fringe Benefits Total	$1,116,213.28	$196,978.81	$1,313,192.09	$0.00
Travel Total	$142,392.00	$25,128.00	$167,520.00	$0.00
Equipment Total	$520,782.58	$91,902.81	$612,685.39	$0.00
Supplies Total	$22,089.17	$3,898.09	$25,987.26	$0.00
Contractual and Subaward Total	$0.00	$0.00	$0.00	$0.00
Other Costs Total	$178,619.00	$31,521.00	$210,140.00	$117,426.19
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	$4,147,463.43	$731,905.31	$4,879,368.74	$117,426.19
Indirect Costs	$0.00	$0.00	$0.00	NA
Total Costs Budgeted	**$4,147,463.43**	**$731,905.31**	**$4,879,368.74**	**$117,426.19**

Part 5 - Certifications and Documents

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

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

Part 5 Section 1 - State Certification

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

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

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

◉ Yes

◯ Yes, uploaded certification document

◯ No

State Certification declaration:

> I, Captain Dennis Stevenson, Trooper Commander Motor Carrier Safety Division, on behalf of the State of MISSISSIPPI, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in 49 C.F.R. § 350.211.

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

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

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

1. What is the name of your certifying State official? Captain Dennis Stevenson
2. What is the title of your certifying State offical? Trooper Commander Motor Carrier Safety Division
3. What are the phone # and email address of your State official? 601-987-1454 dstevenson@dps.ms.gov

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

🔘 Yes

⚪ Yes, uploaded certification document

⚪ No

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

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

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

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

○ Yes   ◉ No

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

○ Yes   ◉ No

MOE FY18

Date	Service	Amount	
Oct-17	AT&T Wireless	$217.24	
Nov-17	AT&T Wireless	$217.24	
Dec-17	AT&T Wireless	$217.24	
Jan-18	AT&T Wireless	$163.11	
Feb-18	AT&T Wireless	$163.11	
Mar-18	AT&T Wireless	$163.11	
Apr-18	AT&T Wireless	$164.52	
May-18	AT&T Wireless	$164.52	
Jun-18	AT&T Wireless	$166.86	
Jul-18	AT&T Wireless	$166.71	
Aug-18	AT&T Wireless	$137.59	
Sep-18	AT&T Wireless	$166.71	$2,107.96

Date	Service	Amount	
Oct-18	AT&T Wireless eCite	$80.80	
Nov-17	AT&T Wireless eCite	$80.00	
Dec-17	AT&T Wireless eCite	$81.20	
Jan-18	AT&T Wireless eCite	$80.00	
Feb-18	AT&T Wireless eCite	$40.00	
Mar-18	AT&T Wireless eCite	$80.00	
Apr-18	AT&T Wireless eCite	$81.40	
May-18	AT&T Wireless eCite	$81.40	
Jun-18	AT&T Wireless eCite	$84.06	
Jul-18	AT&T Wireless eCite	$82.46	
Aug-18	AT&T Wireless eCite	$82.46	
Sep-18	AT&T Wireless eCite		**$853.78**

Date	Service	Amount	
Oct-18	C Spire Wireless	$752.18	
Nov-17	C Spire Wireless	$800.50	
Dec-17	C Spire Wireless	$786.37	
Jan-18	C Spire Wireless	$819.69	
Feb-18	C Spire Wireless	$820.56	
Mar-18	C Spire Wireless	$752.18	
Apr-18	C Spire Wireless	$717.99	
May-18	C Spire Wireless	$683.80	
Jun-18	C Spire Wireless	$752.18	
Jul-18	C Spire Wireless	$691.98	
Aug-18	C Spire Wireless	$683.80	
Sep-18	C Spire Wireless	$717.99	**$8,979.22**

MOE FY18

Date	Service	Amount	
Oct-18	C Spire Wireless	$1,510.75	
Nov-17	C Spire Wireless	$1,508.40	
Dec-17	C Spire Wireless	$1,508.40	
Jan-18	C Spire Wireless	$1,508.60	
Feb-18	C Spire Wireless	$1,458.46	
Mar-18	C Spire Wireless	$1,357.83	
Apr-18	C Spire Wireless	$1,358.03	
May-18	C Spire Wireless	$1,303.52	
Jun-18	C Spire Wireless	$1,274.09	
Jul-18	C Spire Wireless	$1,205.63	
Aug-18	C Spire Wireless	$1,240.67	
Sep-18	C Spire Wireless	$1,240.67	**$16,475.05**

Date	Service	Amount	
Oct-18	Land Lines and Services	$263.97	
Nov-17	Land Lines and Services	$263.97	
Dec-17	Land Lines and Services	$263.97	
Jan-18	Land Lines and Services	$263.97	
Feb-18	Land Lines and Services	$263.97	
Mar-18	Land Lines and Services	$263.97	
Apr-18	Land Lines and Services	$263.97	
May-18	Land Lines and Services	$263.97	
Jun-18	Land Lines and Services	$263.97	
Jul-18	Land Lines and Services	$263.97	
Aug-18	Land Lines and Services	$263.97	
Sep-18	Land Lines and Services	$263.97	**$3,167.64**

Total   **$31,583.65**

MOE FY18

Building Space

Floor	Square Footage	Space Cost	Total
4	1,325	$15,900.00	
Basement	5935.5	$71,226.00	**$87,126.00**

MOE FY18

Glock 17 Gen 5

# Guns Purchased	Cost	Total
26	$438.50	**$11,401.00**

STATE OF MISSISSIPPI
PHIL BRYANT, GOVERNOR
DEPARTMENT OF PUBLIC SAFETY
MISSISSIPPI HIGHWAY SAFETY PATROL
MARSHALL L. FISHER, COMMISSIONER

COLONEL
CHRISTOPHER C. GILLARD
DIRECTOR

LT. COLONEL RANDY C. GINN
DEPUTY DIRECTOR

TO: **All Sworn Officers**

FROM: **Lieutenant Colonel Randy C. Ginn**
Deputy Director, MHSP
Chief of the Uniform Division

DATE: **October 23, 2019**

RE: **Position Open Notice – Motor Carrier**

The Mississippi Department of Public Safety is seeking sworn personnel with a minimum of 4 years of service, for Troop U, Motor Carrier. Locations are described below. The position described below is vacant. Any sworn officer below the rank of Master Sergeant within the Mississippi Highway Safety Patrol meeting the qualifications may apply for this position. All qualified sworn personnel throughout the state are encouraged to apply.

This Position Open Notice covers the following position:

<u>Title of Position:</u>	This position will be a **LATERAL TRANSFER.** Pay and rank will remain the same until candidate completes, passes, and certifies in the required North American Standard, Level 1. The candidate will assume all responsibilities of this position.
<u>Rank:</u>	Same due to this being a lateral transfer.
<u>Pay Grade:</u>	Same due to this being a lateral transfer.
<u>Date Position Is To Be Open:</u>	The position is currently open.
<u>Location of Openings:</u>	Troop D, E, H, and M

<u>Date, Time, and Location of Oral Interview:</u>
Each qualified applicant will be contacted detailing date, time, and location.

To apply, a qualified officer must submit a letter requesting to be interviewed for the position along with a completed State of Mississippi Application to Colonel Chris Gillard's office no later than 1700 hours on Thursday, October 31, 2019. The letter will need to be addressed to Colonel Gillard and if sent by email, please send to Lexi Carpenter at acarpenter@dps.ms.gov.

RCG:ac