MISSISSIPPI

Commercial Vehicle Safety Plan

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

Fiscal Years 2024 - 2026
Annual Update FY 2025

Date of Approval: March 02, 2026

FINAL CVSP

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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

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

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

- Part 1: MCSAP Overview (FY 2024 - 2026)
- Part 2: Crash Reduction and National Program Elements (FY 2024 - 2026)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2024 - 2026)
- Part 4: Financial Information (FY 2025)
- Part 5: Certifications and Documents (FY 2025)

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

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

REMINDERS FOR FY 2025:

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

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

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

All multi-year and annual update plans have been pre-populated with data and information from their FY 2024 plans. States must carefully review and update this information to reflect FY 2025 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2025 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

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

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

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

Part 1 Section 2 - Mission/Goal Statement

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

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

Instructions:

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

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

The primary mission of the Commercial Tranportation Enforcement Division (CTED) of the Mississippi Department of Public Safety (MDPS) is to reduce the number and severity of crashes, injuries, fatalities, and hazardous material (HM) spills involving commercial motor vehicles (CMV). The Commercial Transportation Enforcement Division now encompasses MHSP CTED Troopers and CTED officers under one Lt Colonel and Colonel. One of the top priorities of CTED is to ensure the mobility of people and goods by providing a safe transportation system throughout the State of Mississippi. The goal of CTED 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 CTED 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. You must answer the questions about your grant activities. You must select "yes" to make changes.

- (●) **Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Instructions:

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

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

The Mississippi Department of Public Safety is the designated lead agency for the Commercial Transportation Enforcement Division, which consists of MHSP CTED Troopers and CTED officers under one Lt Colonel and Colonel. The Commercial Transportation Enforcement Division (CTED) is funded in part through the FMCSA Motor Carrier Safety Assistance Program (MCSAP). CTED is a comprehensive commercial motor vehicle enforcement agency. CTED has requested twenty-five (25) MHSP CTED Trooper/Inspectors trained to conduct Driver/Vehicle Safety Inspections in accordance with the Northern American Standard Inspection Procedures.

The CTED will perform activities in accordance with the standards and procedures approved by the FMCSA as it relates 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 CTED 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. CTED 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 CTED Troopers/Inspectors are trained and required to perform all levels of inspections including hazardous materials. Commercial Drivers Licenses (CDLs) are routinely

checked as part of all safety inspections with the exception of Level V. Mississippi uses MCSAP access to CDLIS as part of the Aspen System.

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

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

As of August 2024, CTED has 21 MHSP trooper certified inspectors, with 4 inspector vacancies requested to be filled for a total of 25 inspectors. Currently there are two full time compliance review officers, with the second newly hired CR officer currently undergoing training.

CTED has three full time New Entrant auditors, and three cross trained NE part time inspectors conducting audits. The MCSD New Entrant Task Force Team is operational, which inlcudes the six above mentioned NE auditors and ten (10) 100% CTED inspectors paid by MCSAP funding and are certified to conduct NE audits. The New Entrant Task Force Team is divided into three regions: Northern, Central, and Southern Regions. The NE Task Force conducts monthly on-site audits throughout the state. The ten (10) CTED auditors listed in the budget are assigned to the New Entrant CTED and are supervised by the full time NE auditors and Major of CTED.

The CTED will submit a training plan for our upcoming training needs for FY 25 to the National Training Center. CTED has 134 full time inspectors that conduct CMV inspections. Additional new troopers and officers for CTED will receive training in MCSAP Basic Training Parts A & B to assist with callback CMV enforcement details throughout the state.

Part 1 Section 4 - MCSAP Structure

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

- (●) **Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Instructions:

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

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

The national program elements sub-categories represent the number of personnel involved in that specific activity area.

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

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

Lead Agency Information	
Agency Name:	MS DEPARTMENT OF PUBLIC SAFETY
Enter total number of personnel participating in MCSAP activities	144
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	134
Traffic Enforcement Activities	134
Investigations*	15
Public Education and Awareness	6
Data Collection and Reporting	144
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Non-funded Agency Information	
Total number of agencies:	0
Total # of MCSAP Participating Personnel:	0

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2024 - 2026 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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

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

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

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

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

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

- *States can also use internal State data sources.*

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

Part 2 Section 2 - CMV Crash Reduction

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

- (●) **Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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

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

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

Trend Analysis for 2018 - 2022

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

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

- *Insert the beginning and ending dates of the five most recent State measurement periods used in the **Measurement Period column**. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.*
- *In the **Number of Fatalities column**, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.*
- *The **Goal and Outcome columns** relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).*
  - *In the **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.*
  - *In the **Actual Outcome column**, enter the actual outcome for the measurement period based upon the goal that was set.*
- *Include the data source and capture date in the narrative box provided below the tables.*
- *If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.*
- *The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.*

ALL CMV CRASHES

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

Goal measurement as defined by your State: Other

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:
Total Large truck and bus crashes

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

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

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

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Actual # Fatalities

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

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

Enter the data sources and capture dates of the data listed in each of the tables above.
A & I FMCSA as of August 4, 2023

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

NARRATIVE:

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

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

According to the MS State Tax Commission and the Department of Public Safety, Mississippi has 2,545,707 licensed drivers, 56,406 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.

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

The FY 2024-2026 eCVSP will take a two pronged approach to address the state and national CMV traffic safety issues. MCSD focuses on high crash corridor 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 2024 - 2026

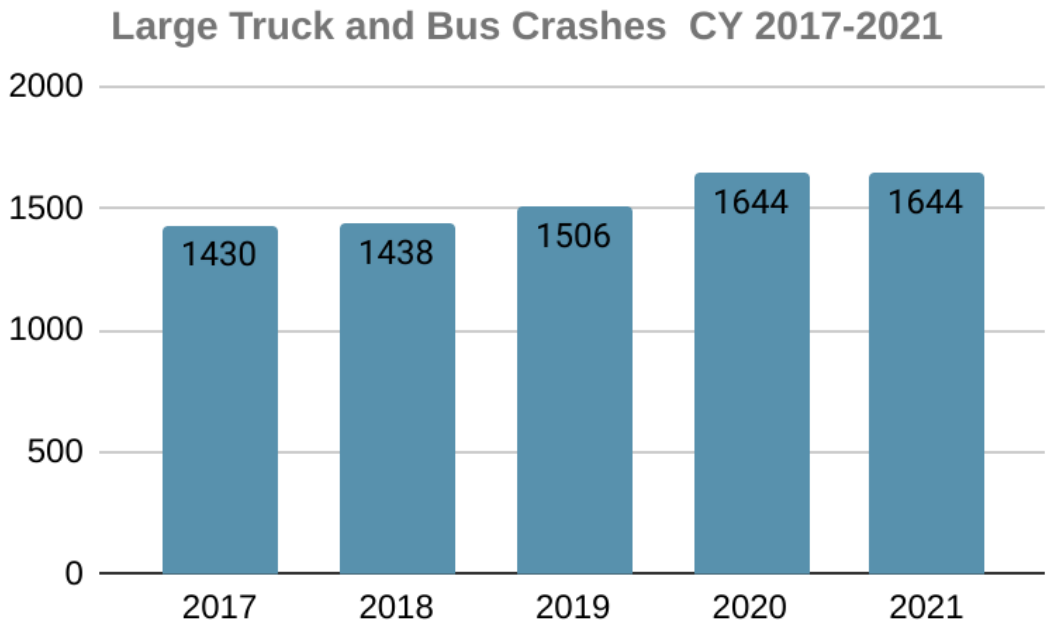
Instructions:

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

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

Problem Statement:

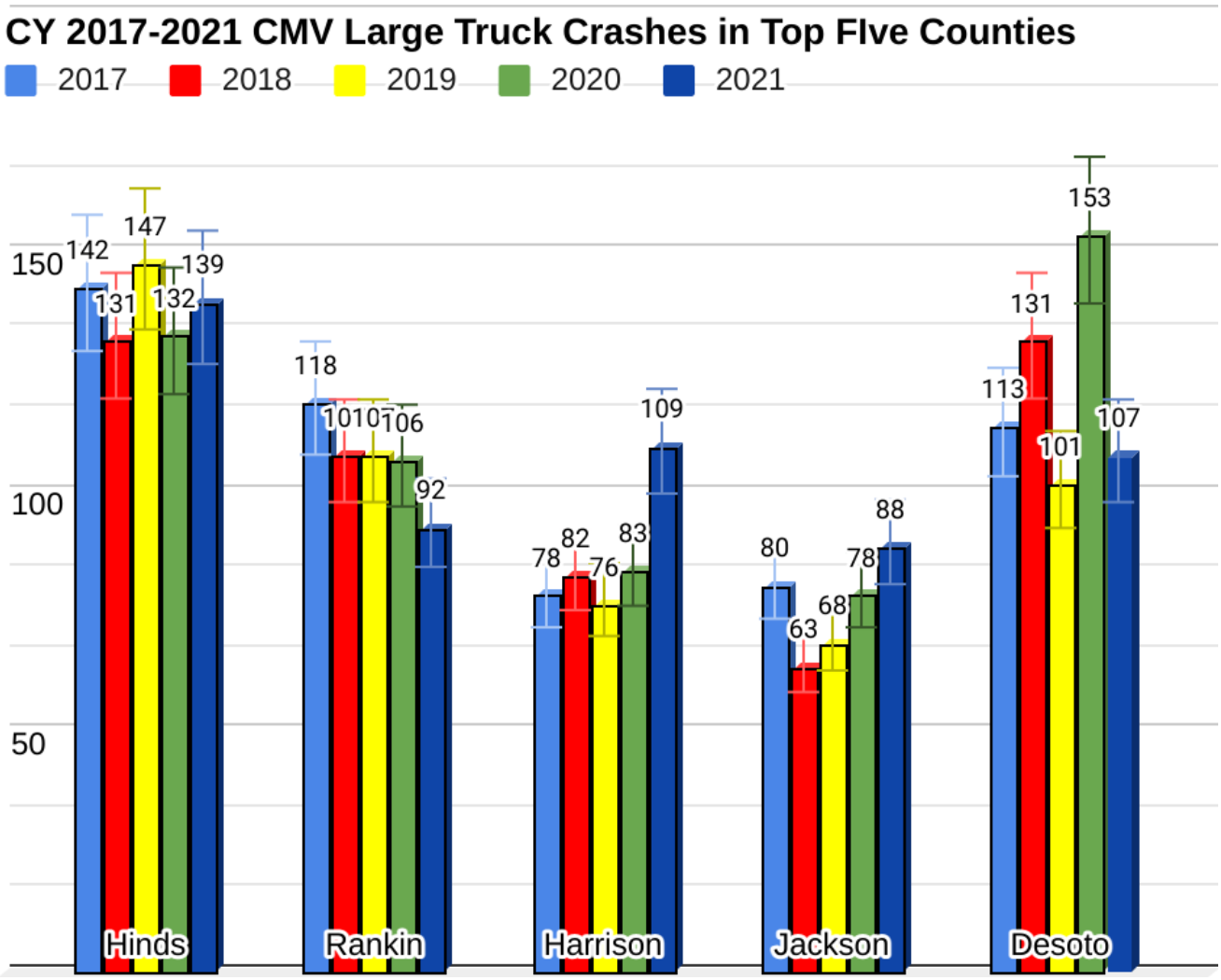
Mississippi has seen an increase in CMV traffic crashes with both large trucks and passenger carriers utilizing consistent high visibility enforcement and a paid media campaign. Over the past five years, CMV crashes have increased from 1430 in 2017 to 1644 in 2021. The chart below depicts an upward trend,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



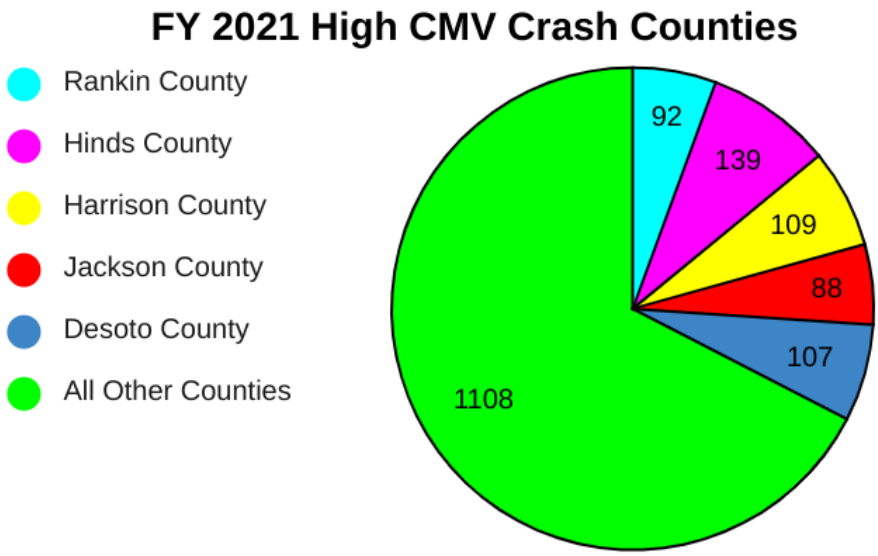
The Mississippi Commercial Vehicle Crash Reduction Plan will continue with the two-pronged approach in FY 2024, FY 2025, and FY 2026, which includes high visibility and public education to address the increase in CMV crashes statewide. CTED will continue to conduct high visibility CMV traffic enforcement on the targeted counties, corridors and municipalities where the data show a high occurrence of CMV fatalities and crashes. Expansion statewide for CMV traffic enforcement in rural areas and work zones will continue int FY 24. **Crash Reduction Goal: Mississippi will aim to reduce CMV crashes statewide by 15% over the next three years, from 1644 in FY 2021 to 1559 in CY 2024, 1481 in CY 2025, and 1403 in CY 2026. The CTED will continue to focus strong enforcement efforts in the top five CMV crash counties, in and around work zones, and on rural roads.**

In CY 2021, the top five counties for large truck fatal and nonfatal crashes were Hinds, Desoto, Rankin, Harrison, and Jackson. Chart 1 below depicts the five-year trend analysis form 2017-2021. Data from 2022 is not yet complete to accurately reflect the current trend. Rankin County's fatal and

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

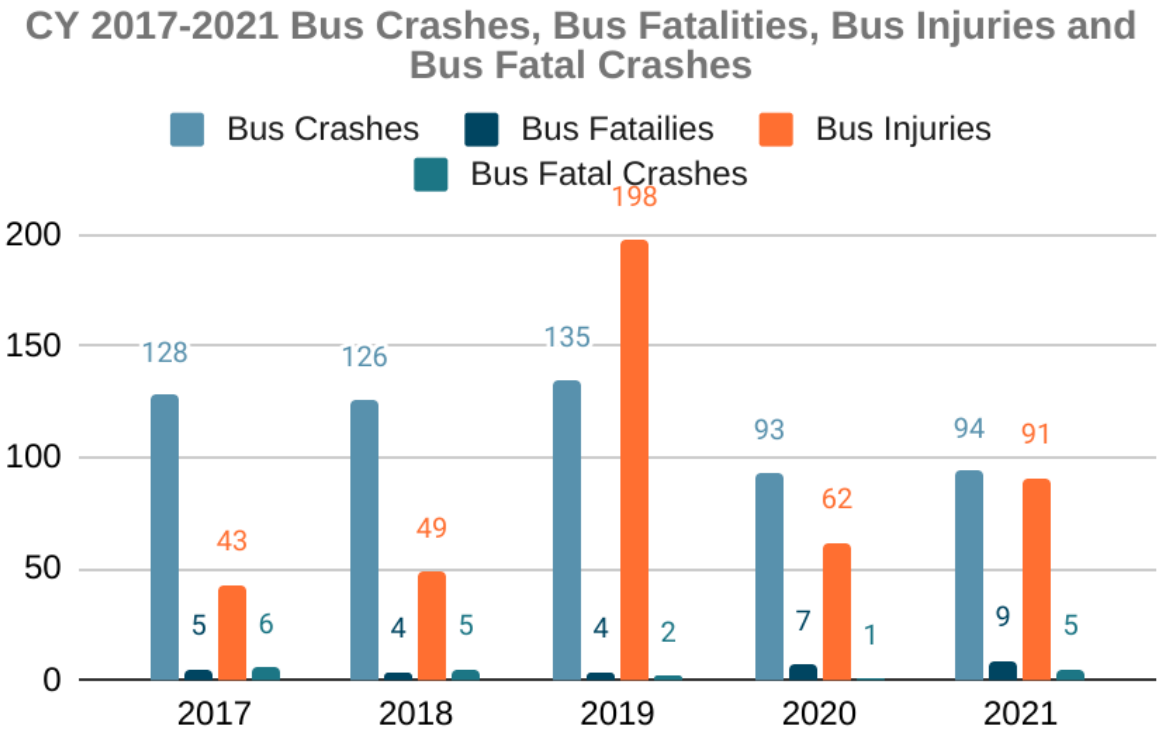


In FY 2025, the CTED will focus on the top five CMV crash counties, which include Hinds, Rankin, Desoto, Harrison, and Jackson. These five counties comprise three high crash corridors: (1) Harrison and Jackson Counties 1-10, (2) Hind and Rankin Counties I-20, and (3) Desoto County I-55. Targeted traffic enforcement efforts will focus on unsafe driving by CMVs and non-CMVs operating unsafely in proximity to CMVs. The focus will remain on these high crash corridors for high visibility traffic enforcement to successfully decrease the number of large truck crashes. In 2021, these five counties accounted for approximately 32% of the 1644 total CMV crashes in the state. Mississippi has a total of 82 counties.



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

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



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

HAZARDOUS MATERIAL INSPECTIONS FOR FY 2017- 2021

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

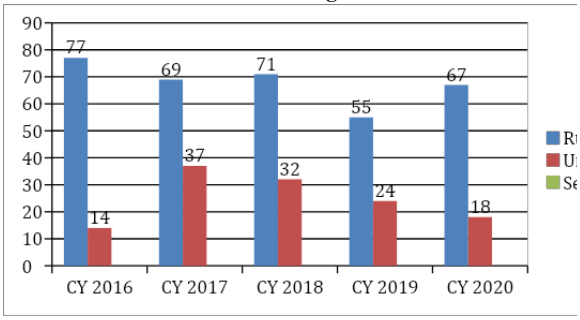
Performance Objective: CTED will increase HM inspections by 9% over the next three years, from 3672 in FY 2022 to 3865 in FY 2024, 4058 in FY 2025, and 4251 in FY 2026.

Rural Roads:

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

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

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



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

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

Objectives:

- During FY 25, CTED troopers will make at least six CMV contacts every eight hours during MCAP details in the high risk CMV crash corridors identified.
- During FY 25, CTED troopers will conduct at least 60 traffic enforcement details in CMV high crash corridors, working eight-hour shifts.
- During FY 25, CTED troopers will conduct one bus detail per region per quarter.
- During FY 25, CTED troopers will conduct high visibility traffic enforcement in the high crash corridor work zones.

Performance Objective:

- **To decrease commercial motor vehicle crashes in the high crash corridor areas of**
- **Desoto, Harrison, Hinds, Jackson and Rankin Counties by 5%, from 483 during 459 by the end of the 2025.**

- **To decrease commercial motor vehicle crashes on rural roads in the northern, southern and central districts by 15% in FY 24-26.**
- **During FY 25, the CTED as well as the Mississippi Highway Safety Patrol will utilize extra overtime to expand the rural roads cmv traffic enforcement on rural roads, interstates, and highways.**
- **In FY 2024-26, CTED troopers will conduct a minumum of 2 rural roads details per month in each of the nine districts where high cmv crashes are continuing, working eight hour shifts with at least 8 troopers working.**
- **The CTED will work to reduce the number of serious CMV crashes, especially in and around work zones by 15% in CY 2025.**
- **During FY 25, CTED troopers will make at least six CMV contacts every eight hours during MCAP details in the high risk CMV crash corridors identified.**
- **During FY 25, CTED troopers will conduct at least 60 traffic enforcement details in CMV high crash corridors, working eight-hour shifts.**
- **During FY 25, CTED troopers will conduct one bus detail per region per quarter.**
- **During FY 25, CTED troopers will conduct high visibility traffic enforcement in the high crash corridor work zones.**

Enter the data source and capture date:
A & I July 14, 2023

Projected Goal for FY 2024 - 2026:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

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

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

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

FY 2024-2026 Program Activities

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

Overall, 25 FTE CTED 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 CTED Troopers who spend 10% of their time on traffic enforcement without inspection, 70% traffic enforcement with inspection, and 20% public relations and outreach. Two compliance review officers are dedicated to compliance review.

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

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

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

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

Based on the monthly inspection tracking numbers, CTED 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. CTED 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. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2024 - 2026. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 2018 - 2022

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

Narrative Overview for FY 2024 - 2026

***Overview**:*

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

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

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

For FY 2024-2026, the Commercial Transportation Enforcement Division will work to complete driver/vehicle inspections statewide. CTED roadside inspectors will continue to use ISS and Query Central with CSA improvements to highlight carriers and drivers who are deficient in the BASICs and target those areas during inspections. All OOS carriers will be run through the Query and will not be allowed to proceed.

To determine locations for inspections, CTED will continue to focus on the high crash corridors as discussed in the problem statement. Extra details will be worked in the high crash counties of Rankin, Desoto, Hinds, Harrison, and Jackson. CTED conducts Level 1-3 inspections in these counties, and will conduct additional Level 3 inspections o ensure drivers are in compliance with all

regulations and have operating authority. CTED conducted on average 5200 roadside inspections per month during CY 2022. These inspection rose steadily from FY 20 and FY 21 after the worldwide Covid 19 pandemic, when inspection numbers dropped dramatically to a low of 42,219 in FY 2020.

The CTED unit is always on the lookout for possible human trafficking incidents and conducts drug interdiction as part of their duties. The Department of Public Safety has a human trafficking enforcement unit in the MS Bureau of Investigation, consisting of 4 full time MBI agents assigned specifically to reduce human trafficking in Mississippi. The unit also has a full time coordinator. If human trafficking is suspected, the MBI unit will be contacted by CTED and all MHSP as per DPS protocol. Future training plans include updated human trafficking training for all troopers in the state. The CDL Division is assisting with human trafficking training currently.

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

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

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

Projected Goals for FY 2024 - 2026

***Instructions for Projected Goals**:*

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2024 - 2026. For FY 2025, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

Lead Agency is: MS DEPARTMENT OF PUBLIC SAFETY

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

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	17287	2137	450	19874	29.99%
Level 2: Walk-Around	21796	1300	136	23232	35.06%
Level 3: Driver-Only	21520	983	351	22854	34.49%
Level 4: Special Inspections	15	1	1	17	0.03%
Level 5: Vehicle-Only	164	16	113	293	0.44%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	**60782**	**4437**	**1051**	**66270**	

MCSAP subrecipient agency

Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.

Subrecipient is:

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2025 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Subrecipients	**0**	**0**	**0**	**0**	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2025:	0

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: MS DEPARTMENT OF PUBLIC SAFETY **# certified personnel: 160**					
Subrecipient Agencies: **# certified personnel: 0**					
Number of Non-Funded Agencies: 0 **# certified personnel: 0** **# projected inspections: 0**					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	17287	2137	450	19874	29.99%
Level 2: Walk-Around	21796	1300	136	23232	35.06%
Level 3: Driver-Only	21520	983	351	22854	34.49%
Level 4: Special Inspections	15	1	1	17	0.03%
Level 5: Vehicle-Only	164	16	113	293	0.44%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	**60782**	**4437**	**1051**	**66270**	

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

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

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

Part 2 Section 4 - Investigations

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

- (●) **Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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

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

Trend Analysis for 2018 - 2022

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

Investigative Types - Intrastate	2018	2019	2020	2021	2022
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	1	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	**0**	**0**	**1**	**0**	**0**
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2024 - 2026

Instructions:

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

Projected Goals for FY 2024 - 2026

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

Projected Goals for FY 2024 - 2026 - Investigations						
	FY 2024		FY 2025		FY 2026	
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)	0	0	0	0	0	0
CSA Off-Site	117	0	125	0	125	0
CSA On-Site Focused/Focused CR	3	0	3	0	3	0
CSA On-Site Comprehensive	0	0	0	0	0	0
Total Investigations	**120**	**0**	**129**	**0**	**129**	**0**
Total Security Contact Reviews	1	0	1	0	1	0
Total Terminal Investigations	1	0	1	0	1	0

Add additional information as necessary to describe the carrier investigation estimates.
The numbers provided in the charts reflect Fiscal Year Data.

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

In order to increase the number of compliance reviews being performed, CTED has two 100% compliance review investigators, with the second newly hired position currently undergoing training. These two compliance review officers work with the other 25 MCSD troopers who comprise the enforcement/inspection unit.

CTED has implemented FMCSA's interventions model for interstate carriers The 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 CTED 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. CTED 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.

CTED 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 CTED staff will monitor the evaluation and intervention process through contact with FMCSA staff assisting with compliance review. CTED shall make use of measurement results to identify carriers for Compliance, Safety, Accountability (CSA) interventions. Utilizing the measurement results, CTED 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. CTED 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. CTED along with our MCSAP partners will conduct on site and road side inspections on passenger carriers and drivers.

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

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

CTED shall make use of measurement results to identify carriers for Compliance, Safety, Accountability (CSA) interventions. Utilizing the measurement results, CTED 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. CTED 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. CTED along with our MCSAP partners will conduct on site and road side inspections on passenger carriers and drivers.

The CTED staff will monitor the evaluation and intervention process through contact with FMCSA staff assisting with compliance review. CTED shall make use of measurement results to identify carriers for Compliance, Safety, Accountability (CSA) interventions. Utilizing the measurement results, CTED 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. CTED 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. CTED 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. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- (●) **Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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

Trend Analysis for 2018 - 2022

***Instructions**:*

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2022	09/30/2023	14716	10366
10/01/2021	09/30/2022	9433	5117
10/01/2020	09/30/2021	6994	3475
10/01/2019	09/30/2020	3319	2127
10/01/2018	09/30/2019	4147	2307

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

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

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

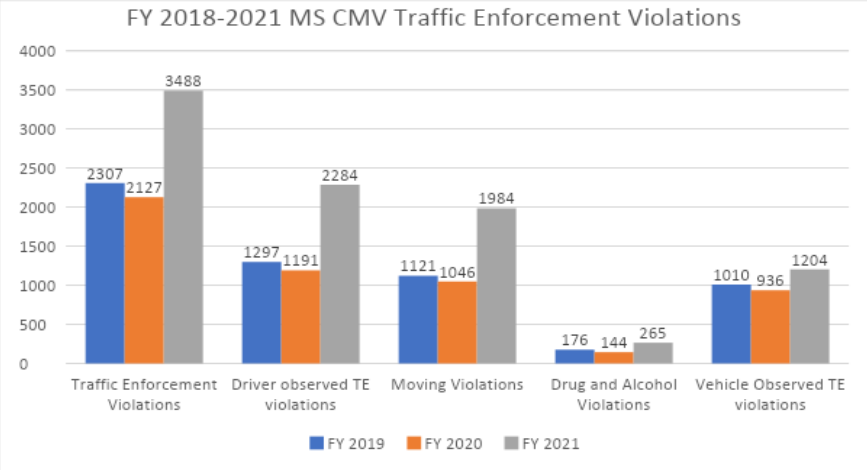
November 1, 2023 A & I; Daily Activity Report MHSP annual reports

Narrative Overview for FY 2024 - 2026

Instructions:

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

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



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

These projected numbers are in keeping with those reported by the CTED troopers and officers in the Daily Activity Report, and those included in FMCSA A & I. Reporting for all officers will be

submitted as they become available at a later date.

Overall, 144 FTE CTED law enforcement spend approximately 10% of their time on traffic enforcement without inspection, 25% traffic enforcement with inspection, 60% inspections during roadside inspections, details and scale houses, and 5% outreach in their respective counties. Two compliance review officers are 100% dedicated to compliance review.

CTED 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 CETD troopers working nine hour shifts. CTED violations in close proximity of a CMV, and will be assisted by non MCSD troopers and CTED officers at each detail. The details will be supervised by CTED personnel. Traffic enforcement with or without inspection by the CTED and non- CTED troopers will focus on driver behavior to include speeding, work zone speeding and safety, impaired driving, distracted driving, cell phone usage, and texting while driving. The CTED also focuses on seat belt usage, CMV driver fatique, prohibited operations, and DACH and Federal OOS violations.

CTGED 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.

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

Based on the monthly inspection tracking numbers, CTED 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, CTED will be able to identify specific violations types to watch for and/or to focus efforts on. CTED will analyze the data collected through enforcement details to determine the effectiveness of this strategy, adjustments to the strategy will be made as deemed necessary.

Projected Goals for FY 2024 - 2026

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2024 - 2026. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

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

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2024	FY 2025	FY 2026
◉	○	CMV with Inspection	15158	15612	16080
◉	○	CMV Non-Inspection	1625	1700	1800
◉	○	Non-CMV	1000	1200	1400
◉	○	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	5142	5500	5500

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections (including border inspections, if applicable), carrier investigations, new entrant safety audits, and CMV non-inspection traffic enforcements conducted in the State for Fiscal Years 2014 and 2015. The table below displays the information you input into this CVSP from those respective sections. The sum of your planned activities must equal or exceed the average number of 2014/2015 activities to be eligible to utilize Federal funding for Non-CMV traffic enforcement.

FY 2025 Planned Safety Activities					
Inspections	Investigations	New Entrant Safety Audits	CMV Non-Inspection Traffic Enforcement	Sum of FY 2025 Activities	Average 2014/15 Activities
66270	129	1070	1700	69169	67336

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

Performance Objective:

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

Part 2 Section 6 - Safety Technology

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

- (●) **Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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

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

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

Innovative Technology Deployment (ITD)

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

With the enhanced funding provided to each State as part of the Infrastructure Investment and Jobs Act (IIJA), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

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

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

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

Performance and Registration Information Systems Management (PRISM)

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

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

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, specific details must be included both in this section and in your Part 4 Spending Plan.

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

Avaliable data sources:

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

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

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

Narrative Overview for FY 2024 - 2026

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

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

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

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

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

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

Part 2 Section 7 - Public Education and Outreach

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

- (●) **Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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

Trend Analysis for 2018 - 2022

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

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

Narrative Overview for FY 2024 - 2026

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

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

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

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

Twenty-two FTE MCSD troopers spend 5% of their time conducting public outreach activities, and three FTE MCSD troopers spend 20% of their time on outreach efforts throughout the state. These troopers will conduct quarterly safety talks and public education

programs for the shipping industry, the passenger transport industry, civic groups, and the general public.

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

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

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

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

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

Projected Goals for FY 2024 - 2026

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

			Performance Goals		
Yes	No	Activity Type	FY 2024	FY 2025	FY 2026
◉	○	Carrier Safety Talks	4	5	6
◉	○	CMV Safety Belt Education and Outreach	2	2	2
◉	○	State Trucking Association Meetings	4	4	4
◉	○	State-Sponsored Outreach Events	3	3	3
◉	○	Local Educational Safety Events	2	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: CTED staff will conduct at least 16 public education events in FY 24, 17 in FY 25, and 18 in FY 2026.

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

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

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

- (●) **Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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

SSDQ Compliance Status

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

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

Available data sources:

- FMCSA SSDQ website
- FMCSA DataQs website

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

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

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

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

SSDQ Measure	Current SSDQ Rating	Goal for FY 2024	Goal for FY 2025	Goal for FY 2026
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	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 August 19, 2024.

Narrative Overview for FY 2024 - 2026

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

CTED will continue its GOOD ratings for State Safety Data Quality during FY 2024, FY 2025, and FY 2026. The Department of Public Safety is responsible for all aspects of data quality, data Qs, and the Mississippi Crash Data Repository (ECRASH). Data Quality is handled by the MS Crash team division of the Mississippi Highway Patrol at DPS. The Data Qs fall under the DPS CTED Data Quality Department consisting of three 100% dedicated personnel. The Ecrash is also handled by the MS HIghway Patrol Crash Team Division. The Ecrash system will be continued to be updated to ensure that crash accuracy status returns to good level in FY 25.

Program Activities FY 2024 - 2026: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ.

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

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

Program Activities FY 2024 - 2026: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

In the instance that a carrier feels that a violation was recorded in error, that carrier is able submit a DataQ Request through FMCSA Portal to have an inspection\violation to be reviewed due to incorrect\wrong information. Our offices then request information and supporting documentation that supports their request if that information was not already submitted. The inspection is then reviewed by the inspector that conducted the inspection, a DataQ supervisor, and the DataQ committee. There are two possible outcomes. If the violation was proved to be in error, the violation is removed from the inspection. If the violation is proved to be legitimate, the violation stays on the report and information is given to the carrier on how to appeal further through FMCSA.

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

Performance Measures:

- For FY 25, Crash Record Completeness, Crash VIN Accuracy, Fatal Crash Completeness,Crash Timeliness, Crash Accuracy, and Crash Consistency will be maintained at Green Status by extensive monitoring by FMCSA and the DPS MS Crash Team.
- For FY 25, Inspection Record Completeness will be monitored by the Data Quality Department of MCSD through Safety Net.
- For FY 25, Inspection VIN numbers will be monitored by the Data Quality Department of MCSD. Any errors will be corrected by providing the correct VIN number into the record.
- For FY 25, Inspection timeliness and Inspection Accuracy will continue to be a priority for all inspectors and data quality specialists, ensuring that accurate inspection reports are submitted by the 21 day timeline.

Part 2 Section 9 - New Entrant Safety Audits

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

- (●) **Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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

For the purpose of this section:

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

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

Yes	No	Question
(●)	( )	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 2018 - 2022

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

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

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

Narrative Overview for FY 2024 - 2026

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website (NEWS)	
Date information retrieved from NEWS Dashboard to complete eCVSP	08/10/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	461
Current Number of Past Dues	3

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

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

Projected Goals for FY 2024 - 2026

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

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

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

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

CTED has three full time New Entrant auditors, and three cross trained NE part time inspectors conducting audits. The MCSD has an operational New Entrant Task Force Team consisting of the six above mentioned NE auditors and ten (10) 100% CTED inspectors paid with MCSAP funds that are trained and certified to conduct NE audits. The New Entrant Task Force Team is divided into three regions: Northern, Central, and Southern Regions. The NE Task Force will conduct monthly on-site audits throughout the state. The ten (10) CTED auditors are assigned to CTED and are supervised by the full time CTED auditors and Major of CTED.

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

New Entrant Program auditors will conduct 950 New Entrant Safety Audits in FY 2024, 1,070 in 2025, and 1,025 in 2026 in the required time based on the increased audit requests and

entry dates of new carriers into the program. Safety Auditors will conduct approximately 150 at the carrier's place of business, and 800 audits will be completed at a central location conducive for the auditor. Group audits will be conducted where necessary. Of the approximately 978 new entrant carriers shown on the dashboard, 645 audits or 66% will be conducted by new entrant staff and CTED troopers, and approximately 333 or 34% will be handled by non-audit resolution.

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

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

The supervisor of the New Entrant section will review audit reports on a 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. Non-audit resolutions will be counted as well to ensure all new entrants are up to date.

Part 3 - National Emphasis Areas and State Specific Objectives

Part 3 Section 1 - Overview

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

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

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

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

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

- (●) **Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Instructions:

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

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

Your State's FY 2023 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 66.67%

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/26/2024

Check this box if:

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

Narrative Overview for FY 2024 - 2026

***Project Goal:** Increase the IM and UNSAT/UNFIT OOS catch rate percentage to meet the FMCSA threshold of at least 85 percent.*

Projected Goals for FY 2024 - 2026: *Enter a description of the State's performance goals.*

Fiscal Year	Goal (%)
2024	85
2025	85
2026	90

Mississippi's OOS catch rate was 66.67% in FY 2023, dropping from 100% in FY 22.

CTED is proposing a new pilot program utilizing a License Plate Reader to increase the catch rate to at least 85% for FY24 and 25 and to 90% for FY 26, Training for CTED officers will continue to focus on catching operators driving under a Federal OOS order through traffice enforcement and roadside inspection activity.

Program Activities for FY 2024 - 2026: 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 conduct Level 1 inspections statewide and monthly details at scale houses in each of the three regions (Northern, Central, and Southern) across the state to provide quality assurance oversight and to prevent OOS carriers from operating. Training for CTED officers in catching operators driving on a Federal OOS order is ongoing and will assist in idenitifying these drivers during roadside inspections and traffic enforcement activities.

CTED is proposing a new pilot program utilizing a License Plate Reader to increase the catch rate to at least 85% for FY24 and 25 and to 90% for FY 26,

Pilot Program Plan for Mobile LPR DOT Number Reader for Mississippi DPS

1.Problem Statement and Objectives:

The objective of this pilot program is to evaluate the potential of a mobile License Plate Recognition (LPR) system as a DOT (Department of Transportation) number reader to improve Mississippi DPS's roadside enforcement capabilities. The current out-of-service catch rate stands at 67%, and the pilot aims to significantly improve this rate by expanding screening capabilities with the deployment of mobile e-screening sites across the state.

Purpose:

Test the effectiveness of LPR technology in increasing the catch rate for out-of-service vehicles through mobile deployment, simulating existing smart roadside systems but in a more flexible, scalable mobile version.

Goals:

- Increase the catch rate for out-of-service vehicles beyond 67%, targeting a catch rate increase to at least 85% or higher.
- Test LPR technology for mobile application as a DOT number reader, similar to the fixed-scale and weigh-in-motion (WIM) systems already deployed at Mississippi's weigh stations.
- Evaluate scalability and potential to expand the technology to 125 mobile e-screen sites across the state.
- Assess the accuracy, speed, and reliability of the LPR system under real-world conditions.
- Key Performance Indicators (KPIs):
- Catch Rate Improvement (target: 85% or higher).
- Recognition Accuracy: LPR system's ability to accurately read DOT numbers (target: 95%+ accuracy).
- System Uptime and Reliability: Assess how reliable the system is in varied weather conditions, locations, and traffic volumes.
- Officer Efficiency: Evaluate how well officers can integrate the technology into their workflow and its impact on operational efficiency.

- Feedback from Stakeholders: Collect feedback from officers and system users for usability improvements and functionality adjustments.

2.Project Scope/Action Plan:

The scope of the pilot will focus on evaluating the LPR system's mobile application, the potential for scalability, and the ability to integrate with existing Mississippi DPS infrastructure. The pilot will involve multiple vendors and is designed to be manageable in size and duration while providing sufficient data for decision-making

Target Group:

Mississippi DPS Personnel: Officers and staff involved in roadside enforcement and system managem Bent.

Vendors: Multiple LPR technology vendors will be tested to compare system performance.

Timeline:

- Phase 1 (Preparation and Vendor Selection): 1 month
- Vendor selection, procurement, and setup.
- Site preparations and logistical planning for the mobile units.
- Phase 2 (Pilot Testing): 4 months
- Field deployment at multiple locations across Mississippi.
- Data collection, troubleshooting, and system adjustments.
- Phase 3 (Post-Pilot Review): 1 month
- Data analysis, stakeholder feedback collection, and final evaluation.

Geography/Scale:

Initial Test Sites: 10 sites strategically placed across the state.

Mobile Deployment: Focus on mobile LPR systems in patrol cars or trucks for on-the-road screenings.

Expansion Potential: Up to 125 mobile e-screening sites statewide if the pilot is successful.

Resources Needed:

Personnel: DPS officers, IT team for integration, field staff for monitoring.

Technology: LPR cameras, mobile systems (hardware and software), integration with existing databases (e.g., registration, enforcement systems).

Budget: Funding for the procurement of LPR systems, mobile hardware installation, and ongoing support during the pilot phase.

3. Develop a Detailed Plan for Implementation

The following tasks will guide the setup and execution of the pilot, ensuring clear responsibilities, timelines, and milestones.

Team Responsibilities:

Project Manager: Oversee coordination of the pilot, including vendor management, logistics, and evaluation.

Vendor Liaison: Coordinate with selected LPR vendors to ensure system functionality and performance tracking.

Field Operations Team: Officers responsible for conducting mobile screening with the new LPR systems.

IT Team: Ensure proper integration of the LPR systems with existing Mississippi DPS technology infrastructure.

Tasks and Milestones:

Month 1: Preparation Phase

Select LPR vendors and review system capabilities (3-4 vendors).

Procure and install LPR systems on mobile units (patrol vehicles, trucks).

Setup integration with existing Mississippi DPS systems (data dashboards, enforcement databases).

Train officers on LPR system usage and maintenance.

Months 2-5: Testing Phase

Deploy LPR systems at 5-10 initial mobile test sites.

Collect data on vehicle identification, DOT number reading accuracy, and system uptime.

Monitor performance daily, identifying issues like misreads, downtime, or integration problems.

Mid-pilot review after 2 months to assess progress and adjust as necessary (e.g., additional training, system updates).

Month 6: Evaluation Phase

Expand deployment to additional mobile units, if performance is satisfactory.

Collect final data on catch rate, system performance, and user feedback.

Evaluate success based on KPIs and determine whether the system is ready for wider implementation.

4. Develop Metrics and Evaluation Strategy

The evaluation of the pilot will be data-driven, with a focus on both qualitative feedback from users and quantitative system performance metrics.

Pre-pilot Benchmarking:

Gather baseline data for the current catch rate (67%) and operational parameters (e.g., average number of vehicles processed per day, average response time, etc.).

Performance Metrics:

Catch Rate: Track how many out-of-service vehicles are identified and flagged by the LPR system during mobile deployments.

DOT Number Recognition Accuracy: Measure how accurate the LPR system is in reading DOT numbers compared to manual data entry or existing systems.

System Downtime and Uptime: Track the reliability of the LPR system, including any technical failures or malfunctions.

Operational Efficiency: Measure the time required to process each vehicle, including manual intervention required by officers.

User Feedback: Collect feedback from officers using the system to evaluate its ease of use, integration with workflow, and overall effectiveness.

Monitoring and Post-Pilot Analysis:

- Compare data collected from the pilot with baseline metrics.
- Evaluate improvements in catch rate and the overall effectiveness of the mobile LPR system.
- Identify challenges encountered during deployment (technical, operational, or logistical) and determine solutions.
- Assess scalability of the LPR system for potential statewide deployment.

5. Pilot Execution

The actual implementation will focus on ensuring smooth deployment and gathering actionable data.

Launch Communication:

- Announce pilot to all relevant stakeholders, including DPS personnel, vendors, and external partners.
- Communicate clear expectations and timelines to everyone involved in the pilot.

Onboarding & Training:

- DPS Officer Training: Conduct comprehensive training for officers on how to operate mobile LPR units, how to review flagged vehicles, and how to address potential system errors.
- Technical Support: Provide ongoing technical support to ensure quick resolution of any system-related issues.
- Monitoring Progress:
- Real-time tracking: Ensure the system is tracking vehicle data and DOT numbers accurately.
- Mid-Pilot Check-In: Review system performance after 2 months to identify potential improvements or issues, and adjust the plan if necessary.

6. Post-Pilot Review

After the pilot has concluded, the data collected will be analyzed and a report will be generated to inform decision-making.

Gather Data:

Collect final performance data, including catch rates, accuracy rates, uptime, and operational metrics.

Gather feedback from DPS officers and any other personnel involved in the pilot.

Analyze Results:

Measure improvements in catch rate, aiming for a target increase to 80% or higher.

Identify key challenges encountered during the pilot phase, and make recommendations for addressing them before statewide deployment.

7. Reporting and Recommendations

Create Final Report:

- Document the findings of the pilot program, including quantitative metrics and qualitative feedback.
- Provide clear recommendations for moving forward, such as whether to proceed with full implementation or make adjustments to the system.
- Presentation to Stakeholders:
- Present the pilot results to Mississippi DPS leadership, vendors, and other stakeholders to inform next steps.
- Discuss the feasibility of scaling the system to 125 mobile e-screening sites across the state.

8. Follow-Up Actions

Scaling Plan:

If the pilot is successful, create a roadmap for the expansion of the LPR system to additional mobile units and sites, including funding, logistics, and timeline.

Ongoing Monitoring:

Set up continuous monitoring and regular system updates as the program scales to ensure sustained performance and catch rate improvements.

Conclusion:

This pilot program for the mobile LPR DOT number reader is designed to significantly improve Mississippi DPS's ability to identify and flag out-of-service vehicles, improving the overall safety and efficiency of roadside enforcement. By testing various LPR vendors, evaluating system performance in the field, and analyzing feedback from DPS officers, this pilot aims to make the case for deploying up to 125 mobile e-screening sites statewide, thereby increasing the catch rate and enhancing the state's enforcement capabilities.

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 Measures:

1.The Federal OOS catch rate performance measure for FY 24 is 85%, FY 25 85%, and FY 26 90%

2. During FY 24-26, the MCSD will conduct monthly details at scale houses throughout the state to catch OOS drivers.

3. During FY 24-26, the MCSD will focus on Level 1 and Level 3 inspections to ensure that OOS drivers do not operate.

4. During FY 25, CTED will implement a pilot project using LPRs to catch OOS operators.

Part 3 Section 3 - Passenger Carrier Enforcement

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

- (●) **Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Instructions:

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

Check this box if:

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

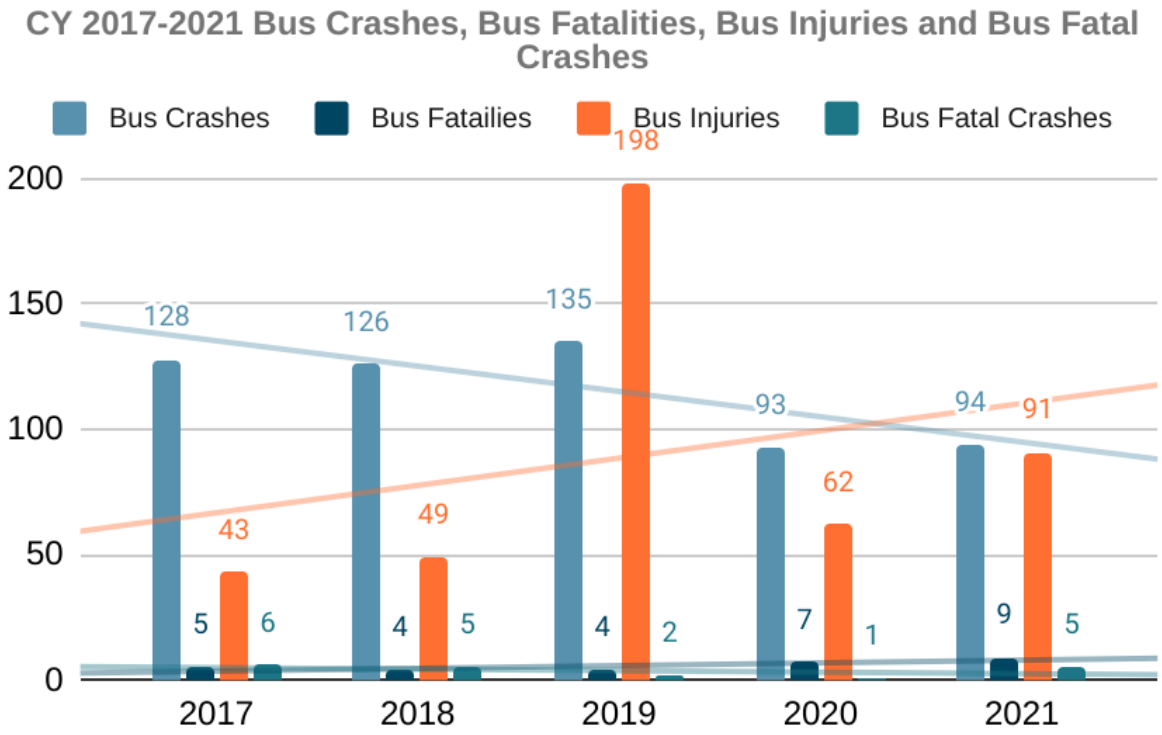
Narrative Overview for FY 2024 - 2026

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

Passenger Carrier Crashes

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

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



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

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

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

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

CTED, along with FMCSA, 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 CTED troopers working in eight hour shifts.

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

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

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

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

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

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

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

Part 3 Section 4 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2023 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2023 CVSP.

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

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

Activity #1

Activity: Describe State-specific activity conducted from previous year's CVSP.
(1) Improvement for the Safe and Secure Movement of CMV Cargo Tank Trucks By Enforcement of Traffic Laws and Safety Regulations on Cargo Tank CMVs. (THIS OBJECTIVE WAS REVISED PER FMCSA AS SHOWN BELOW) Details were conducted focusing on heavy CMV trucks to reduce number of cargo tank crashes and rollovers.

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

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

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

placarding, proper tanks for HM, and CMV vehicle/driver safety will be targeted. Unmarked patrol cars will be patrolling the areas in search for cell phone usage and lack of seatbelts. Spotters will be used on overpasses to detect cellphone use and no seatbelts as well. CMV inspections will be used for checking placards, proper HM tanks, and safety violations to maintain CMV safety regulations on the highway. • Task 3. Inspection data obtained on HM details, rollover data and inspections with violations will be maintained and recorded to determine the areas of the state with the most cargo tank violations. * *SIx extra details were conducted. There were no difficulties in reaching the goals and objectives.

Activity #2

Activity: Describe State-specific activity conducted from previous year's CVSP.
Improvement for the Safe and Secure Movement of CMVs (FY 2018 State Specific Objective Revised)

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

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

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
Rollover CMV crashes will be monitored each quarter using the Report Beam data and annually with completed FARS and Ecrash calendar year data. No difficulties were experienced in reaching the goals and objectives for the state objectives.

Part 3 Section 5 - State Specific Objectives – Future

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

- ○ **Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ◉ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Instructions:

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

Describe any State-specific objective(s) identified for FY 2024 - 2026. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.
Improvement for the Safe and Secure Movement of CMVs

Narrative Overview for FY 2024 - 2026

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

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

Program Activities for FY 2024 - 2026: Describe the activities that will be implemented including level of effort.
Objectives: • During FY 24-26, MCSD troopers will conduct at least four strike details focusing on CMV heavy trucks in high CMV traffic areas, working eight hour shifts with at least eight MCSD units at each detail. All details will be worked during peak times and days. Data will be monitored quarterly and reported in the MCSAP Quarterly reports. For FY 2021, there have been 147 CMV rollover crashes according to MS Traffic Records data. Preliminary data show total CMV rollover crashes for FY 22 at 191, fatal crashes involving CMV FY 22 at 71, and Fatalities involving CMVs for FY 22 at 78. .

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

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

State Objective #2

Enter the title of your State-Identified Objective.
NOT APPLICABLE

Narrative Overview for FY 2024 - 2026

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

Projected Goals for FY 2024 - 2026:
Enter performance goal.

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

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

Part 4 - Financial Information

Part 4 Section 1 - Overview

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

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

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

Instructions

The Spending Plan should include costs for FY 2025 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe Spending Plan terminology.

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

On Screen Messages

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

- *Calculation of Federal and State Shares*

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

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

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

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

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

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

- *MOE Expenditures*

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

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

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

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

- *Financial Summary*

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

The system will confirm that:

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	$6,218,833.00	$327,307.00	$6,546,140.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$981,921.00
MOE Baseline:	$107,648.67

Part 4 Section 2 - Personnel

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

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

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$981,921.00

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
CTED New Entrant Officers	10	100.0000	$53,100.00	$531,000.00	$504,450.00	$26,550.00	$0.00
Trooper Inspectors	25	100.0000	$72,330.00	$1,808,250.00	$1,717,837.50	$90,412.50	$0.00
Support CTED/NE/CR Staff	15	100.0000	$45,250.00	$678,750.00	$644,813.00	$33,937.00	$0.00
Subtotal: Salary				**$3,018,000.00**	**$2,867,100.50**	**$150,899.50**	**$0.00**
Overtime Project Costs							
Overtime	1	100.0000	$508,463.00	$508,463.00	$483,039.85	$25,423.15	$0.00
Subtotal: Overtime				**$508,463.00**	**$483,039.85**	**$25,423.15**	**$0.00**
TOTAL: Personnel				**$3,526,463.00**	**$3,350,140.35**	**$176,322.65**	**$0.00**
Accounting Method:	**Cash**						

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

The CTED has a total of 25 FTE Troopers (25 Certifiied Inspectors) working full time (current vacancies to be filled in FY 2025) on MCSAP eligible enforcement/inspection activities.The salaries were calculated at 52,000 hrs. (2080 hrs. per year x 25 troopers) at average salary of $73,330 x 25 for a total of $1,808,250. The Mississippi Legislature passed Senate Bill 2285, which gave a substantial pay raise to MSHP troopers. The bill will be in documents attached to the ECVSP. Due to this increase, DPS had to reduce the CTED troopers from 30 to 25.

The CTED has 15 civilian personnel working 100% in Motor Carrier, Compliance Review, Training, and the New Entrant Task Force. The salaries were calculated @ 31,200 hours (2080 hrs per year x 15 staff) at an average salary of $45,250 x 15 for a total of $678,750.

The CTED has 15 civilian staff working 100% on motor carrier activities including adminstration services, enforcement, training, data entry, and information technology that support the Motor Carrier Unit. Two compliance review officers will be hired to work on compliance review only.

The New Entrant staff includes three safety auditors who perform audits and site visits, and one support staff who received and reviews the new entrant list monthly and schecules carriers for audits. Ten CTED New Entrant officrs are dedicated to the New Entrant Program, with an average salary of $53,100 for a total of $531,000. The New Entrant staff dedicate 100% of their time on New Entrant duties.

Overtime is being requested for the CTED troopers, CTED officers and MHSP troopers for CMV traffic enforcement in the amount of $508,463.00. Overtime will be used to conduct extra CMV inspection and traffic enforcement details in rural high crash CMV corridors across the state as described in the problem statement, including both MCSD and non MCSD troopers.

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

Approximately 11,483 hours of overtime at the $44.28 rate totals $508,463.00. Eight hour details utliizing one CTED trooper supervisor and three non-CTED troopers will be conducted at least once per week in each of the nine districts utilizing non-CTED troopers on their day off to conduct CMV

traffic enforcement. Hours are approximate and were derived as follows: 4 troopers x 75.63 details x 8 hours x 9 districts

TOTAL Salary and overtime is $ 3,526,463.00

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

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

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

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

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

Fringe Benefits Project Costs

Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Trooper Inspectors	68.0300	100.0000	$1,808,250.00	$1,230,152.47	$1,168,644.85	$61,507.62	$0.00
CTED/NE/CR Support staff	36.8500	100.0000	$678,750.00	$250,119.37	$237,613.40	$12,505.97	$0.00
Overtime	56.7300	100.0000	$508,463.00	$288,451.05	$274,028.45	$14,422.60	$0.00
CTEP New Entrant	36.8500	100.0000	$531,000.00	$195,673.50	$185,889.82	$9,783.68	$0.00
TOTAL: Fringe Benefits				**$1,964,396.39**	**$1,866,176.52**	**$98,219.87**	**$0.00**

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

Annual fringe benefits for troopers increased to 68.03% in FY 2019. In FY 2024, the fringe are calculated as follows: Health/Life insurance @ 11.3%, FICA @ 7.65%, Retirement @49.08%. The budgeted amount of fringe is for 25 troopers for a total of $1,230,152.47.

For the 15 support staff, the fringe rate is @ 36.85% and is calculated as follows: Health/Life 11.3%; FICA 7.65%, Retirement @ 17.9%(Retirement increased from 15.75% to 17.9% effective July 1, 2024 for civilians). The total budgeted fringe for MCSD support staff is $250,119.37.

For 10 CTED New Entrant officers, the fringe rate is 36.85% and is calculated as follows: Health/Life 11.3%; FICA 7.65%, Retirement @ 17.9% (Increase effective July 1, 2024) Total fringe for CTED is $195,673.50.

In FY 2025, overtime fringe for troopers was calculated @ 49.08% retirement and 7.65 FICA for a total of 56.73% for a total of $288,451.05.

(Fringe Total $1,964,396.39, Federal: $1,866,176.52; State: $98,219.87)

Part 4 Section 4 - Travel

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

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

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

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Lodging	30	5	100.0000	$24,000.00	$22,800.00	$1,200.00	$0.00
Food Per Diem	30	5	100.0000	$6,750.00	$6,412.50	$337.50	$0.00
Training travel costs	30	25	100.0000	$123,750.00	$117,562.50	$6,187.50	$0.00
New Entrant Travel	5	60	100.0000	$15,000.00	$14,250.00	$750.00	$0.00
New Entrant Workshop	6	18	100.0000	$2,970.00	$2,821.50	$148.50	$0.00
Misc. Travel Costs	5	0	100.0000	$300.00	$285.00	$15.00	$0.00
TOTAL: Travel				**$172,770.00**	**$164,131.50**	**$8,638.50**	**$0.00**

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

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

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

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

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

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

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

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

- Level 1 A & B course is 10 days for cost of $49,500;
- General HAZMAT for 5 days @ $24,750;
- Cargo Tank Inspection for 5 days @ 24,750.

- Other Bulk Packaging Training for 5 days @ 24,750.00
- Total of 30 troopers X $165 per day x 25 days = $123,750.00.

TOTAL TRAVEL = $172,770

Part 4 Section 5 - Equipment

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

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

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Mobile camera LPR System Includes (3) Matrix Mobile Cameras, K802 Processor with a built in Four Port PoE switch, all mounting brackets and hardware	1	$18,214.67	100	$18,214.67	$17,303.94	$910.73	$0.00
Police Package Vehicles	10	$43,500.00	100	$435,000.00	$413,250.00	$21,750.00	$0.00
Laptops with docking stations	9	$2,734.00	100	$24,606.00	$23,375.70	$1,230.30	$0.00
TOTAL: Equipment				**$477,820.67**	**$453,929.64**	**$23,891.03**	**$0.00**
Equipment threshold is $1,000							

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

The MCSAP Unit has a fleet of 31 enforcement vehicles that are 100% dedicated to the MCSAP program. Each of the enforcement vehicles are equipped with computer laptops for the immediate uploading of safety inspections. Fourteen (14) of the enforcement vehicles have reached high mileage (75,000 miles or three years) and have outlasted the useful life of a MS Highway Patrol vehicle. One of the new vehicles will also be used for public education, information, and training across the state. MS DPS has determined that trooper vehicles should be replaced at this low mileage due to excessive high speed pursuit. State policy is 150,000 miles or 7 years. However, DPS has determined, per state policy, that circumstances for law enforcment vehicles allow the vehicles to be replaced sooner. These 10 vehicles will be replaced with SUV police package state contract vehicles. at a cost of approximately $43,500 each for a total of $435,000.

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

MCSD is requesting 1 Mobile camera LPR System @ $18,214.67. This LPR system includes (3) matrix mobile cameras, a K802 processor with a built in Four Port PoE switch, and all mounting

brackets and hardware. These LPRs will be used in high crash corridors targeting Out of Service Drivers to increase the OOS Catch Rate from 66.67% to at least 85%. The Program Plan is discussed below.

Pilot Program Plan for Mobile LPR DOT Number Reader for Mississippi DPS

1.Problem Statement and Objectives:

The objective of this pilot program is to evaluate the potential of a mobile License Plate Recognition (LPR) system as a DOT (Department of Transportation) number reader to improve Mississippi DPS's roadside enforcement capabilities. The current out-of-service catch rate stands at 67%, and the pilot aims to significantly improve this rate by expanding screening capabilities with the deployment of mobile e-screening sites across the state.

Purpose:

Test the effectiveness of LPR technology in increasing the catch rate for out-of-service vehicles through mobile deployment, simulating existing smart roadside systems but in a more flexible, scalable mobile version.

Goals:

- Increase the catch rate for out-of-service vehicles beyond 67%, targeting a catch rate increase to at least 85% or higher.
- Test LPR technology for mobile application as a DOT number reader, similar to the fixed-scale and weigh-in-motion (WIM) systems already deployed at Mississippi's weigh stations.
- Evaluate scalability and potential to expand the technology to 125 mobile e-screen sites across the state.
- Assess the accuracy, speed, and reliability of the LPR system under real-world conditions.
- Key Performance Indicators (KPIs):
- Catch Rate Improvement (target: 85% or higher).
- Recognition Accuracy: LPR system's ability to accurately read DOT numbers (target: 95%+ accuracy).
- System Uptime and Reliability: Assess how reliable the system is in varied weather conditions, locations, and traffic volumes.
- Officer Efficiency: Evaluate how well officers can integrate the technology into their workflow and its impact on operational efficiency.
- Feedback from Stakeholders: Collect feedback from officers and system users for usability improvements and functionality adjustments.

2.Project Scope/Action Plan:

The scope of the pilot will focus on evaluating the LPR system’s mobile application, the potential for scalability, and the ability to integrate with existing Mississippi DPS infrastructure. The pilot will involve multiple vendors and is designed to be manageable in size and duration while providing sufficient data for decision-making

Target Group:

Mississippi DPS Personnel: Officers and staff involved in roadside enforcement and system managem Bent.

Vendors: Multiple LPR technology vendors will be tested to compare system performance.

Timeline:

- Phase 1 (Preparation and Vendor Selection): 1 month
- Vendor selection, procurement, and setup.
- Site preparations and logistical planning for the mobile units.
- Phase 2 (Pilot Testing): 4 months
- Field deployment at multiple locations across Mississippi.
- Data collection, troubleshooting, and system adjustments.
- Phase 3 (Post-Pilot Review): 1 month
- Data analysis, stakeholder feedback collection, and final evaluation.

Geography/Scale:

Initial Test Sites: 10 sites strategically placed across the state.

Mobile Deployment: Focus on mobile LPR systems in patrol cars or trucks for on-the-road screenings.

Expansion Potential: Up to 125 mobile e-screening sites statewide if the pilot is successful.

Resources Needed:

Personnel: DPS officers, IT team for integration, field staff for monitoring.

Technology: LPR cameras, mobile systems (hardware and software), integration with existing databases (e.g., registration, enforcement systems).

Budget: Funding for the procurement of LPR systems, mobile hardware installation, and ongoing support during the pilot phase.

3. Develop a Detailed Plan for Implementation

The following tasks will guide the setup and execution of the pilot, ensuring clear responsibilities, timelines, and milestones.

Team Responsibilities:

Project Manager: Oversee coordination of the pilot, including vendor management, logistics, and evaluation.

Vendor Liaison: Coordinate with selected LPR vendors to ensure system functionality and performance tracking.

Field Operations Team: Officers responsible for conducting mobile screening with the new LPR systems.

IT Team: Ensure proper integration of the LPR systems with existing Mississippi DPS technology infrastructure.

Tasks and Milestones:

Month 1: Preparation Phase

Select LPR vendors and review system capabilities (3-4 vendors).

Procure and install LPR systems on mobile units (patrol vehicles, trucks).

Setup integration with existing Mississippi DPS systems (data dashboards, enforcement databases).

Train officers on LPR system usage and maintenance.

Months 2-5: Testing Phase

Deploy LPR systems at 5-10 initial mobile test sites.

Collect data on vehicle identification, DOT number reading accuracy, and system uptime.

Monitor performance daily, identifying issues like misreads, downtime, or integration problems.

Mid-pilot review after 2 months to assess progress and adjust as necessary (e.g., additional training, system updates).

Month 6: Evaluation Phase

Expand deployment to additional mobile units, if performance is satisfactory.

Collect final data on catch rate, system performance, and user feedback.

Evaluate success based on KPIs and determine whether the system is ready for wider implementation.

4. Develop Metrics and Evaluation Strategy

The evaluation of the pilot will be data-driven, with a focus on both qualitative feedback from users and quantitative system performance metrics.

Pre-pilot Benchmarking:

Gather baseline data for the current catch rate (67%) and operational parameters (e.g., average number of vehicles processed per day, average response time, etc.).

Performance Metrics:

Catch Rate: Track how many out-of-service vehicles are identified and flagged by the LPR system during mobile deployments.

DOT Number Recognition Accuracy: Measure how accurate the LPR system is in reading DOT numbers compared to manual data entry or existing systems.

System Downtime and Uptime: Track the reliability of the LPR system, including any technical failures or malfunctions.

Operational Efficiency: Measure the time required to process each vehicle, including manual intervention required by officers.

User Feedback: Collect feedback from officers using the system to evaluate its ease of use, integration with workflow, and overall effectiveness.

Monitoring and Post-Pilot Analysis:

- Compare data collected from the pilot with baseline metrics.
- Evaluate improvements in catch rate and the overall effectiveness of the mobile LPR system.
- Identify challenges encountered during deployment (technical, operational, or logistical) and determine solutions.
- Assess scalability of the LPR system for potential statewide deployment.

5. Pilot Execution

The actual implementation will focus on ensuring smooth deployment and gathering actionable data.

Launch Communication:

- Announce pilot to all relevant stakeholders, including DPS personnel, vendors, and external partners.
- Communicate clear expectations and timelines to everyone involved in the pilot.

Onboarding & Training:

- DPS Officer Training: Conduct comprehensive training for officers on how to operate mobile LPR units, how to review flagged vehicles, and how to address potential system errors.
- Technical Support: Provide ongoing technical support to ensure quick resolution of any system-related issues.
- Monitoring Progress:
- Real-time tracking: Ensure the system is tracking vehicle data and DOT numbers accurately.
- Mid-Pilot Check-In: Review system performance after 2 months to identify potential improvements or issues, and adjust the plan if necessary.

6. Post-Pilot Review

After the pilot has concluded, the data collected will be analyzed and a report will be generated to inform decision-making.

Gather Data:

Collect final performance data, including catch rates, accuracy rates, uptime, and operational metrics.

Gather feedback from DPS officers and any other personnel involved in the pilot.

Analyze Results:

Measure improvements in catch rate, aiming for a target increase to 80% or higher.

Identify key challenges encountered during the pilot phase, and make recommendations for addressing them before statewide deployment.

7. Reporting and Recommendations

Create Final Report:

- Document the findings of the pilot program, including quantitative metrics and qualitative feedback.

- Provide clear recommendations for moving forward, such as whether to proceed with full implementation or make adjustments to the system.
-
- Presentation to Stakeholders:
- Present the pilot results to Mississippi DPS leadership, vendors, and other stakeholders to inform next steps.
- Discuss the feasibility of scaling the system to 125 mobile e-screening sites across the state.

8. Follow-Up Actions

Scaling Plan:

If the pilot is successful, create a roadmap for the expansion of the LPR system to additional mobile units and sites, including funding, logistics, and timeline.

Ongoing Monitoring:

Set up continuous monitoring and regular system updates as the program scales to ensure sustained performance and catch rate improvements.

Conclusion:

This pilot program for the mobile LPR DOT number reader is designed to significantly improve Mississippi DPS’s ability to identify and flag out-of-service vehicles, improving the overall safety and efficiency of roadside enforcement. By testing various LPR vendors, evaluating system performance in the field, and analyzing feedback from DPS officers, this pilot aims to make the case for deploying up to 125 mobile e-screening sites statewide, thereby increasing the catch rate and enhancing the state's enforcement capabilities.

Total Equipment is $477,820.67.

The Equipment threshhold amount for the MS Department of Public Safety is $1000.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in 2 CFR §200.1 Definitions. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or $5,000, regardless of the length of its useful life.

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Uniforms & relat0ed supplies	35 each	$600.00	100.0000	$21,000.00	$19,950.00	$1,050.00	$0.00
General Office Supplies	12 month	$242.06	100.0000	$2,904.72	$2,759.48	$145.24	$0.00
TOTAL: Supplies				**$23,904.72**	**$22,709.48**	**$1,195.24**	**$0.00**

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

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

Uniforms and related supplies for 35 MCSAP personnel cost on average $600 per person for a total of $21,000. Uniforms include items such BDU pants, polo shirts and boots that are not standard issue and are used daily.

Total Supplies budgeted are $23,904.72

Part 4 Section 7 - Contractual and Subaward

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

***Contractual** – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award (2 CFR §200.1 Definitions). All contracts issued under a Federal award must comply with the procurement standards described in 2 CFR §200.317, 2 CFR §200.318, and Appendix II to Part 200.*

***Note**: Contracts are separate and distinct from subawards; see 2 CFR §200.331 for details.*

***Subaward** – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract (2 CFR §200.1 Definitions and 2 CFR §200.331).*

***Subrecipient** - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency (2 CFR §200.1 Definitions).*

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

The Unique Entity Identifier (UEI) is the non-proprietary identifier that replaced the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

***Operations and Maintenance**-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.*

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs

Legal Name	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
TBA	TBA	Contract	100.0000	$66,825.00	$63,483.00	$3,342.00	$0.00
Description of Services: Contract with university or private business or individual for data analyses of MCSAP national elements							
TOTAL: Contractual and Subaward				**$66,825.00**	**$63,483.00**	**$3,342.00**	**$0.00**

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

In FY 24-26, the Department of Public Safety CTED plans to seek contractual support with a university or private firm or individual (To Be Determined) to conduct all aspects of gathering, analyzing, reporting, and data information sharing with FMCSA on MCSAP national elements. CTED will utliize this contract to analyze CMV crash data for preparation of quarterly and final annual reports used to develop and execute the annual eCVSP. Additionally, these analyses will assist in the State's Data Quality Rating improvement/maintenance efforts, as well as aid in targeting strategic CMV traffic enforcement efforts based on the changing data. Data will be used to target high CMV crash corridors, work zones, and rural roads and highways. The DPS contractual amounts

are estimates since no agency has been specified at this time. Negotiations will begin with outside agency once the FY 26 ECVSP has been approved. Total contractual services are estimated at $66,825 for FY 2026.

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

Information on Indirect Costs (2 CFR §200.1 Definitions) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the "My Documents" area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base. For more information, please see 2 CFR § 200.414 Indirect (F&A) costs.

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MOE - Maintenance,Utilities	1	$120,350.70	0.0000	$0.00	$0.00	$0.00	$115,417.08
Copiers/ Fax, etc	12 month	$250.00	100.0000	$3,000.00	$2,850.00	$150.00	$0.00
Communications inc. cell phones, air cards	45 each	$100.00	100.0000	$4,500.00	$4,275.00	$225.00	$0.00
Fuel Cost	12 month	$23,901.67	100.0000	$286,820.04	$272,479.04	$14,341.00	$0.00
CVSA Decals	38000 each	$0.28	100.0000	$10,640.00	$10,108.00	$532.00	$0.00
Registration	1	$9,000.00	100.0000	$9,000.00	$8,550.00	$450.00	$0.00
TOTAL: Other Costs				**$313,960.04**	**$298,262.04**	**$15,698.00**	**$115,417.08**

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

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

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

Due to continued rise in costs for fuel, addtional funds were added to annual fuel costs for the CTED unit. Fuel Costs average 23,901.67 per month for 12 months for all MCSAP staff = $286,820.04. Fuel costs are caluculated for 31 CTED vehicles (Federal: 272,479.04; State: 14,341)

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

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

Maintenance of Effort:

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

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

Cell Phone Usage:

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

TOTAL MOE for FY2021 = $115,417.08

MOE totals for FY 2023 was submitted by the deadline of September 30, 2023.

TOTAL COSTS = $313,960.04

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	$6,218,833.00	$327,307.00	$6,546,140.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$981,921.00
MOE Baseline:	$107,648.67

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
CTED New Entrant Officers	$504,450.00	$26,550.00	$531,000.00	$0.00
Trooper Inspectors	$1,717,837.50	$90,412.50	$1,808,250.00	$0.00
Support CTED/NE/CR Staff	$644,813.00	$33,937.00	$678,750.00	$0.00
Salary Subtotal	**$2,867,100.50**	**$150,899.50**	**$3,018,000.00**	**$0.00**
Overtime	$483,039.85	$25,423.15	$508,463.00	$0.00
Overtime subtotal	**$483,039.85**	**$25,423.15**	**$508,463.00**	**$0.00**
Personnel total	**$3,350,140.35**	**$176,322.65**	**$3,526,463.00**	**$0.00**

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Trooper Inspectors	$1,168,644.85	$61,507.62	$1,230,152.47	$0.00
CTED/NE/CR Support staff	$237,613.40	$12,505.97	$250,119.37	$0.00
Overtime	$274,028.45	$14,422.60	$288,451.05	$0.00
CTEP New Entrant	$185,889.82	$9,783.68	$195,673.50	$0.00
Fringe Benefits total	**$1,866,176.52**	**$98,219.87**	**$1,964,396.39**	**$0.00**

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Lodging	$22,800.00	$1,200.00	$24,000.00	$0.00
Food Per Diem	$6,412.50	$337.50	$6,750.00	$0.00
Training travel costs	$117,562.50	$6,187.50	$123,750.00	$0.00
New Entrant Travel	$14,250.00	$750.00	$15,000.00	$0.00
New Entrant Workshop	$2,821.50	$148.50	$2,970.00	$0.00
Misc. Travel Costs	$285.00	$15.00	$300.00	$0.00
Travel total	**$164,131.50**	**$8,638.50**	**$172,770.00**	**$0.00**

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Mobile camera LPR System Includes (3) Matrix Mobile Cameras, K802 Processor with a built in Four Port PoE switch, all mounting brackets and hardware	$17,303.94	$910.73	$18,214.67	$0.00
Police Package Vehicles	$413,250.00	$21,750.00	$435,000.00	$0.00
Laptops with docking stations	$23,375.70	$1,230.30	$24,606.00	$0.00
Equipment total	**$453,929.64**	**$23,891.03**	**$477,820.67**	**$0.00**

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Uniforms & relat0ed supplies	$19,950.00	$1,050.00	$21,000.00	$0.00
General Office Supplies	$2,759.48	$145.24	$2,904.72	$0.00
Supplies total	**$22,709.48**	**$1,195.24**	**$23,904.72**	**$0.00**

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
TBA	$63,483.00	$3,342.00	$66,825.00	$0.00
Contractual and Subaward total	**$63,483.00**	**$3,342.00**	**$66,825.00**	**$0.00**

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE - Maintenance,Utilities	$0.00	$0.00	$0.00	$115,417.08
Copiers/ Fax, etc	$2,850.00	$150.00	$3,000.00	$0.00
Communications inc. cell phones, air cards	$4,275.00	$225.00	$4,500.00	$0.00
Fuel Cost	$272,479.04	$14,341.00	$286,820.04	$0.00
CVSA Decals	$10,108.00	$532.00	$10,640.00	$0.00
Registration	$8,550.00	$450.00	$9,000.00	$0.00
Other Costs total	**$298,262.04**	**$15,698.00**	**$313,960.04**	**$115,417.08**

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	**$6,218,832.53**	**$327,307.29**	**$6,546,139.82**	**$115,417.08**
Total Costs Budgeted	**$6,218,832.53**	**$327,307.29**	**$6,546,139.82**	**$115,417.08**

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	$6,218,833.00	$327,307.00	$6,546,140.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$981,921.00
MOE Baseline:	$107,648.67

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	$2,867,100.50	$150,899.50	$3,018,000.00	$0.00
;;;Overtime Subtotal	$483,039.85	$25,423.15	$508,463.00	$0.00
Personnel Total	$3,350,140.35	$176,322.65	$3,526,463.00	$0.00
Fringe Benefits Total	$1,866,176.52	$98,219.87	$1,964,396.39	$0.00
Travel Total	$164,131.50	$8,638.50	$172,770.00	$0.00
Equipment Total	$453,929.64	$23,891.03	$477,820.67	$0.00
Supplies Total	$22,709.48	$1,195.24	$23,904.72	$0.00
Contractual and Subaward Total	$63,483.00	$3,342.00	$66,825.00	$0.00
Other Costs Total	$298,262.04	$15,698.00	$313,960.04	$115,417.08
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	$6,218,832.53	$327,307.29	$6,546,139.82	$115,417.08
Indirect Costs	$0.00	$0.00	$0.00	NA
Total Costs Budgeted	**$6,218,832.53**	**$327,307.29**	**$6,546,139.82**	**$115,417.08**

Part 5 - Certifications and Documents

Part 5 Section 1 - Overview

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

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

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

Part 5 Section 2 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Major Scott W. Henley
2. What is this person's title? Director of the 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, Major Scott W. Henley, Director of the Motor Carrier Safety Division, on behalf of the State of MISSISSIPPI, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in 49 C.F.R. § 350.211.

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

Part 5 Section 3 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

1. What is the name of your certifying State official? Majot Scott W. Henley
2. What is the title of your certifying State official? Director Of Motor Carrier Safety Division
3. What are the phone # and email address of your State official? shenley@dps.ms.gov 601-506-1813

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

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

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

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

Part 5 Section 4 - New Laws/Legislation/Policy Impacting CMV Safety

The State will provide answers to the questions below regarding any new laws, regulations, or policy that impacts CMV safety since the last CVSP or annual update that was submitted.

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

(●) Yes ( ) No

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

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
MISS Code 77-7-335	07/01/2024	Section 77-7-335 No. 6	Allowing CTED inspectors to use speed detection equipment on CMVs.
Miss Code 63-11-5	07/01/2024	Miss Code 63-11-5 Section b	Added CMV inspectors in CTED authority to make arrests under the Implied Consent Law (DUI laws for Mississippi)
Senate Bill No. 2517	07/01/2022	Senate Bill 2517	Authorizes the Commissioner of Public Safety to create by rule a voluntary program of CMV inspection for CTED..

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

( ) Yes (●) No

MISSISSIPPI LEGISLATURE REGULAR SESSION 2024

By: Senator(s) Wiggins, Barrett

To: Appropriations

SENATE BILL NO. 2285
(As Sent to Governor)

AN ACT TO AMEND SECTION 45-1-12, MISSISSIPPI CODE OF 1972, TO REVISE THE SALARY SCHEDULE OF OFFICERS OF THE MISSISSIPPI HIGHWAY PATROL AND THE MISSISSIPPI BUREAU OF NARCOTICS; TO REPEAL SECTION 45-3-7, MISSISSIPPI CODE OF 1972, WHICH IS THE PROVISION OF LAW THAT ESTABLISHES THE "DAVID R. HUGGINS ACT"; AND FOR RELATED PURPOSES.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MISSISSIPPI:

SECTION 1. Section 45-1-12, Mississippi Code of 1972, is amended as follows:

45-1-12. (1) The salaries of all officers of the Mississippi Highway Safety Patrol who have completed the course of instruction in an authorized highway patrol training school on general law enforcement, and are serving as a sworn officer of the Highway Patrol in the enforcement of the laws of the State of Mississippi, including service in any other division of the Department of Public Safety, and the sworn law enforcement officers of the Mississippi Bureau of Narcotics, shall be determined and paid in accordance with the scale for officers salaries as provided in this subsection:

Department of Public Safety Sworn Officers Salary Schedule

Rank	**Years of Experience**			
	Less than 4	Over 4	Over 8	Over 12
Trooper	* * *54,000			
Trooper FC		* * *57,000		
Corporal			* * *60,000	
Sergeant				* * *62,750

Rank	**Years of Experience**			
	Over 16	Over 20	Over 24	Over 29
Staff Sgt.	* * *65,750			
Sr. Staff Sgt.		* * *68,750		
Sgt. 1st Class			* * *72,000	
				* * *75,000

Promotional Rank	**Years of Experience**					
	Over 5	Over 10	Over 15	Over 20	Over 25	Over 29
Master Sgt.						
	* * *	* * *	* * *	* * *	* * *	* * *
	68,750	71,500	74,500	77,500	80,500	83,250
Lieutenant						
	* * *	* * *	* * *	* * *	* * *	* * *
	78,500	81,500	84,500	87,500	90,500	93,500
Captain						
		* * *	* * *	* * *	* * *	* * *
		91,500	95,000	98,250	101,500	104,500

Promotional Rank
Major

	* * *	* * *	* * *	* * *
		111,000		
Lt. Colonel				
	* * *	* * *	* * *	* * *
		120,500		
Colonel				
	* * *	* * *	* * *	* * *
		131,750		

Department of Public Safety/MS Bureau of Narcotics

Sworn Officers Salary Schedule

Rank	**Years of Experience**			
	Less than 4	Over 4	Over 8	Over 12
LE-Agent I	* * *54,000			
LE-Agent II		* * *57,000		
LE-Agent III			* * *60,000	
LE-Agent IV				* * *62,750

Rank	**Years of Experience**			
	Over 16	Over 20	Over 24	Over 29
LE-Agent V	* * *65,750			
LE-Agent VI		* * *68,750		
LE-Officer VII			72,000	
LE-Officer VIII				75,000

Promotional Rank	**Years of Experience**					
* * *						
	Over 5	Over 10	Over 15	Over 20	Over 25	Over 29

Master Sgt.	68,750	71,500	74,500	77,500	80,500	83,250
Lieutenant						
	* * *	* * *	* * *	* * *	* * *	* * *
	78,500	81,500	84,500	87,500	90,500	93,500
Captain						
		* * *	* * *	* * *	* * *	* * *
		91,750	95,000	98,250	101,250	104,500
Promotional Rank						
Major						
			* * *	* * *	* * *	* * *
				111,000		
Lt. Colonel						
			* * *	* * *	* * *	* * *
				120,500		
Colonel						
			* * *	* * *	* * *	* * *
				131,750		

(2) All sworn officers in the Mississippi Highway Patrol and the Mississippi Bureau of Narcotics employed on a full-time basis shall be paid a salary in accordance with the above scale. Notwithstanding any other provision of law to the contrary, any rank of any sworn officer not based upon a merit-based promotion or years of experience shall be at the will and pleasure of the appointing authority as approved by the State Personnel Board. The rank and years of experience of each sworn officer to be used

in establishing the salary shall be determined by the rank and years of experience on July 1 of the current fiscal year.

(3) For purposes of applying the rank designation to the above scale, the following job classifications of the State Personnel Board shall be applicable for the Mississippi Highway Patrol:

Rank	**Job Classes**
(a) Trooper	DPS-Highway Patrol Officer I
	LE-Investigator II
(b) Trooper First Class	DPS-Highway Patrol Officer II
	LE-Investigator III
(c) Corporal	DPS-Highway Patrol Officer III
	LE-Investigator IV
(d) Sergeant	DPS-Highway Patrol Officer IV
	LE-Investigator V
(e) Staff Sergeant	DPS-Highway Patrol Officer V
(f) Senior Staff Sergeant	DPS-Highway Patrol Officer VI
	Tech Spec
(g) Master Sgt/Sgt. F/C	DPS-Assistant Inspector
	DPS-Highway Patrol Officer VII
	DPS-Investigator I
	DPS-Supv. Driver Serv.
(h) Lieutenant	DPS-Air Operations Officer
	DPS-Dir. Corr. Intelligence
	DPS-Dist. Executive Officer

	DPS-Regional Supv. Driver. Serv.
	DPS-Branch Director
	LE-Dir/Training
	LE-Dist. Investigator
(i) Captain	DPS-Staff Officer (MHP)
(j) Major	DPS-Bureau Director II
(k) Lt. Colonel	DPS-Deputy Administrator;
	DPS-Chief of Staff
(l) Colonel/Chief of Patrol	Dir-Office of MS Hwy Safety Patrol

(4) For purposes of applying the rank designation to the above scale, the following job classifications of the State Personnel Board shall be applicable for the Mississippi Bureau of Narcotics:

Rank	**Job Classes**
(a) Agents	LE-Agent I
	LE-Agent II
	LE-Agent III
	LE-Agent IV
	LE-Agent V
	LE-Agent VI
(b) Lieutenant	BN-District Investigator (LT)
(c) Captain	BN-District Commander
(d) Major	BN-Bureau Director II
	Office Director I
(e) Lt. Colonel	BN-Deputy Administrator

(f) Colonel Director, Bureau of Narcotics

(5) In any fiscal year after July 1, 2015, in the event the Legislature provides across-the-board salary increases to state employees whose compensation is paid from the State General Fund and subject to specific appropriation therefor by the Legislature, the State Personnel Board shall revise the salary scale above to provide the same percentage or dollar amount increase as has been appropriated for other state employees.

(6) It shall be the duty of the Mississippi Department of Public Safety to file with the Legislative Budget Office and the State Fiscal Officer such data and information as may be required to enable the said Legislative Budget Office and State Fiscal Officer to budget and distribute the funds necessary to compensate the sworn officers of the Department of Public Safety according to the requirements of the salary scale. Such data and information so filed may be revised from time to time as necessitated to reflect the current number and experience of sworn officers employed by the department.

(7) The Commissioner of Public Safety, with approval by the State Personnel Board, is authorized to set the salaries equitably of sworn law enforcement officers assigned to the Commercial Transportation Enforcement Division<u>, the Mississippi Bureau of Investigation,</u> and Capitol Police based upon the pay scale contained in this section.

SECTION 2. Section 45-3-7, Mississippi Code of 1972, which is the provision of law that establishes the "David R. Huggins Act," is hereby repealed.

SECTION 3. This act shall take effect and be in force from and after July 1, 2024.

Miss. Code § 77-7-335

Current through the 2024 Regular Session

Section 77-7-335 - Authority of enforcement officers

(1) All division inspectors on duty shall wear uniforms, shall have the right to bear arms, and shall have the authority to make arrests and hold and impound any vehicle and the contents thereof which is being operated in violation of this chapter or the commission's or the department's rules, regulations or general orders promulgated thereunder.

(2) All inspectors shall have the authority to enforce all of the laws, rules and regulations of the commission and the department under this chapter upon all highways in the state and the rights-of-way of such highways and other properties as defined in Section 77-7-261; except that if any person commits an offense in violation of this chapter or the rules and regulations of the commission or the department upon a highway in the state and be pursued by an enforcement officer or inspector of the division, such enforcement officer or inspector may pursue and apprehend such offender upon any of the highways in this state, or to any other place to which such offender may flee.

(3) All inspectors shall have the authority to aid and assist any law enforcement officer whose life or safety is in jeopardy and may arrest without warrant any fugitive from justice who has escaped or who is using the highways in the state in an attempt to flee. Inspectors of the division may assist other law enforcement agencies in searching for convicted felons who have escaped or for alleged felons where there is probable cause to believe that the person being sought committed the felony and a felony had actually been committed.

(4) Upon request of a sheriff of any county or the chief of police of any community, all division inspectors have the authority to assist in traffic control during time of natural disasters, such as hurricanes, tornados or floods.

(5) All inspectors shall have the authority to assist any officer of the department at the discretion and direction of the commissioner.

(6) All inspectors shall have the authority to purchase and use speed detection equipment on commercial vehicles that they are authorized to inspect as provided in Section 77-7-16.

Miss. Code § 77-7-335

Codes, 1942, § 7692-04; Laws, 1958, ch. 505, § 5; Laws, 1993, ch 561, § 20, eff. 10/1/1993.

Amended by Laws, 2024, ch. 400, HB 1015,§ 1, eff. 7/1/2024.

Amended by Laws, 2021, ch. 478, SB 2825,§ 14, eff. 7/1/2021.

Amended by Laws, 2018, ch. 332, SB 2213,§ 11, eff. 3/8/2018.

MISSISSIPPI LEGISLATURE REGULAR SESSION 2022

By: Senator(s) Sparks, Branning, Tate, Suber, McCaughn, Parks, Jackson (11th)

To: Highways and Transportation

SENATE BILL NO. 2517
(As Sent to Governor)

AN ACT TO CREATE NEW SECTION 77-7-345, MISSISSIPPI CODE OF 1972, TO AUTHORIZE THE COMMISSIONER OF PUBLIC SAFETY TO CREATE BY RULE A VOLUNTARY PROGRAM OF COMMERCIAL MOTOR VEHICLE INSPECTION; AND FOR RELATED PURPOSES.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MISSISSIPPI:

SECTION 1. The following shall be codified as Section 77-7-345, Mississippi Code of 1972:

77-7-345. (1) When not otherwise specifically provided, the Commissioner of Public Safety is authorized to make and promulgate reasonable rules and regulations to provide a voluntary program for inspection of commercial motor vehicles.

(2) For the purposes of this section, "commercial motor vehicle" has the meaning ascribed in Section 63-1-203.

(3) The regulations, if promulgated, will:

(a) Create a voluntary program for inspection of any combination of truck, truck tractor, trailer, semi-trailer or pole trailer, including each segment of a combined vehicle, that is used upon the highways or streets as a commercial motor vehicle

for compliance with all applicable federal and state motor carrier safety regulations;

(b) Require that inspectors have access to the vehicle maintenance log;

(c) Prescribe a method of documentation to be displayed on the vehicle that is readily visible to an observer in the form of a decal or sticker, and require that the form of documentation prescribed must be kept on the vehicle;

(d) Require that inspection occur on an annual basis for participation in the program;

(e) Provide that inspection is not mandatory;

(f) Impose a reasonable inspection fee, which shall be deposited to the credit of the operating fund of the Commercial Transportation Enforcement Division of the Mississippi Department of Public Safety; and

(g) Specify that officers of the Commercial Transportation Enforcement Division will retain all responsibility and authority to monitor and enforce violations under Section 77-7-335.

(4) This section shall stand repealed on July 1, 2024.

SECTION 2. This act shall take effect and be in force from and after July 1, 2022.

Miss. Code § 63-11-5

Current through the 2024 Regular Session

Section 63-11-5 - Implied consent to chemical tests; administration of tests; warnings; form of traffic tickets, citations or affidavits; advice regarding right to request legal or medical assistance; rules and regulations

(1)

(a) Any person who operates a motor vehicle upon the public highways, public roads or streets of this state shall be deemed to have given his consent, subject to the provisions of this chapter, to a chemical test or tests of his breath, blood or urine for the purpose of determining alcohol concentration. A person shall give his consent to a chemical test or tests of his breath, blood or urine for the purpose of determining the presence in his body of any other substance which would impair a person's ability to operate a motor vehicle.

(b) The test or tests shall be administered at the direction of any authorized officer, when such officer has reasonable grounds and probable cause to believe that the person was driving or had under his actual physical control a motor vehicle upon the public streets or highways of this state while under the influence of intoxicating liquor or any other substance which had impaired such person's ability to operate a motor vehicle.

(2)

(a) A breath analysis test must be administered by a person who has met all the educational and training requirements of the appropriate course of study prescribed by the Board on Law Enforcement Officer Standards and Training; however, sheriffs and elected chiefs of police are exempt from the educational and training requirement. A breath analysis test must not be given to any person within fifteen (15) minutes of consumption of any substance by mouth.

(b) For purposes of this section, the term "authorized officer" means any highway patrol officer, commercial motor carrier inspector, sheriff or his duly commissioned deputies, police officer in any incorporated municipality, national park ranger, officer of a state-supported institution of higher learning campus police force if such officer is exercising this authority in regard to a violation that occurred on campus property, or security officer appointed and commissioned pursuant to the Pearl River Valley Water Supply District Security Officer Law of 1978 if such officer is exercising this authority in regard to a violation that occurred within the limits of the Pearl River Valley Water Supply District.

(3) If the officer has reasonable grounds and probable cause to believe such person to have been driving a motor vehicle upon the public highways, public roads or streets of this state while under the influence of intoxicating liquor or any other substance that has impaired the person's ability to operate a motor vehicle, the officer shall inform the person that his failure to submit to such chemical test or tests of his breath, blood or urine shall result in the suspension of his privilege to operate a motor vehicle upon the public streets , roads or highways of this state for a period of ninety (90) days if the person has not previously been convicted of a violation of Section 63-11-30, or for a period of one (1) year if the person has a prior conviction under Section 63-11-30.

(4) The traffic ticket, citation or affidavit issued to a person arrested for a violation of this chapter shall conform to the requirements of Section 63-9-21(3)(b) and, if filed electronically, shall conform to Section 63-9-21(8).

(5) Any person arrested under the provisions of this chapter shall be informed that he has the right to telephone for the purpose of requesting legal or medical assistance immediately after being booked for a violation under this chapter.

(6) The Commissioner of Public Safety and the Mississippi Forensics Laboratory created pursuant to Section 45-1-17 are authorized to adopt procedures, rules and regulations applicable to the Implied Consent Law.

Miss. Code § 63-11-5

Codes, 1942, § 8175-09; Laws, 1971, ch. 515, § 9; Laws, 1981, ch. 491, § 1; Laws, 1983, ch. 466, § 2; Laws, 1988, ch. 568, § 1; Laws, 1991, ch. 480, § 4; Laws, 1991, ch. 577, § 1; Laws, 1992, ch. 525, § 1; Laws, 1993, ch. 354, § 1; Laws, 1996, ch. 527, § 4; Laws, 1998, ch. 551, § 1; Laws, 2012, ch. 550, § 2, eff. 7/1/2012.

Amended by Laws, 2024, ch. 400, HB 1015,§ 2, eff. 7/1/2024.

Amended by Laws, 2018, ch. 447, SB 2663,§ 4, eff. 7/1/2020.

Amended by Laws, 2016, ch. 376, HB 1361, 1, eff. 7/1/2016.

Amended by Laws, 2015, ch. 452, SB 2159, 13, eff. 7/1/2015.

Section 63-11-3 - Definitions

Section 63-11-7 - Authorization of blood test for dead or unconscious accident victims; use of test results

Mississippi Department of Public Safety
Federal FY 2024 Title VI Compliance Plan

Policy Statement

The Mississippi Department of Public Safety (MDPS), as a recent of Federal Financial assistance and under Title VI of the Civil Rights Act of 1964 and related non-discrimination authorities as identified in the FMCSA Title VI Program Assurance, ensures that it is excluded from participation in any MDPS programs or activities, or otherwise subjected to discrimination on the basis of race, color, national origin, sex, age, disability, low-income, and limited English proficiency (LEP). MDPS is committed to compliance with 49 CFR 21 and 49 CFR part 303.

MDPS has a designated Title VI Non-discrimination Coordinator, who is responsible for coordinating with MDPS program directors and affected personnel to effectively implement and maintain the agency's Title VI Program.

Sean J. Tindell, Commissioner
Mississippi Department of Public Safety

7/26/2023
Date

FMCSA Title VI Program Assurances

See Exhibit A

Description of Federal-Aid Programs

MDPS has applied for or has been awarded the following grants:

Edward Byrne Memorial Justice Assistance Grant (JAG)
The JAG program assists state and local agencies in Mississippi in carrying out specific programs that offer a high probability of improving the functioning of the criminal justice system. Approved programs include:

- Equipment Programs for Local Law Enforcement Block Grants (LLEBG)
- Hot Spots Policing
- Drug Courts
- Criminal Justice Records Improvement

JAG Prison Rape Elimination Act (PREA) Grant
On September 4, 2003, President George W. Bush signed into law the Prison Rape Elimination Act (PREA) of 2003 (P.L. 108-79). The goal of PREA is to eradicate prisoner rape in all types of correctional facilities. The Prison Rape Elimination Act (PREA) is a federal statute focused on sexual assault and victimization in juvenile facilities, prisons, jail, lockups, and other detention facilities. The goal of PREA is to prevent, detect, and respond to sexual abuse in detention and correctional facilities. Major provisions of PREA include the development of standards for detection, prevention, reduction, and punishment of prison rape and the collection and dissemination of information on the incidence of prison rape.

Coronavirus Emergency Supplemental Funding (CESF)
The Coronavirus Emergency Supplemental Funding (CESF) Program provides funding to support a broad range of activities to prevent, prepare for, and respond to the coronavirus. Funded projects or initiatives may include, but are not limited to, overtime, equipment (including law enforcement and medical personal protective equipment), hiring, supplies (such as gloves, masks, sanitizer), training, travel expenses (particularly related to the distribution of resources to the most impacted areas), and addressing the medical needs of inmates in state, local, and tribal prisons, jails, and detention centers.

Residential Substance Abuse Treatment Program for State Prisoners (RSAT)
The BJA assists states and local governments in the development and implementation of substance use treatment programs in state, local, and tribal correctional and detention facilities. Funds are also available to create and maintain community reintegration services for individuals after they are released from incarceration. Incarcerated prisoners who have a time of sentence at least 6 to 12 months left in prison are eligible to participate in the RSAT program.

Project Safe Neighborhood Program (PSN)
Funds under this program are designated for the two U.S. Attorney's Offices (Northern and Southern Districts) in Mississippi. The DPSP-OJP was selected by each U. S. Attorney's Office to

serve as the fiscal agent for administering these funds. This program provides funding for violent crime reduction strategies by providing support to state, local, and tribal efforts to reduce violent crime, including but not limited to, felonious firearm crimes and criminal gang violence.

Paul Coverdell Forensic Science Grant Program

The National Institute of Justice (NIJ) awards funds under this program to the DPSP-OJP to pass on to state and local agencies in the state with forensic crime laboratory capabilities to improve forensic science and medical examiner/coroner services. Funds may be used to eliminate a backlog in the analysis of forensic evidence, and to train and employ forensic laboratory personnel and medicolegal death investigators, as needed, to eliminate such a backlog.

Title II Formula Grant

The OJJDP Title II grants assist state and local governmental agencies with funding to prevent and control juvenile delinquency and to improve the overall juvenile justice system. Fundable areas include the following:

- Alternatives to Detention Programs
- Juvenile Delinquency Prevention
- Programs designed to achieve and maintain compliance with the four core requirements under the JJDP Act
- Research and Training Programs

Title II Prison Rape Elimination Act (PREA) Grant

Legislatively passed in 2003, PREA provides support for the analysis of the incidence and effects of prison rape in Federal, State, and local institutions and provides information, resources, recommendations, and funding to protect individuals from prison rape. PREA funding will be used to support PREA efforts in state-run juvenile correctional facilities. Funds will be used to offset the costs of auditing facilities as required under PREA standards.

Homeland Security Non-Profit Grant Program

Grants funding provided with these federal funds are specially centered around non-profit agencies, houses or worship, community centers, etc. Funds are provided to these local agencies to provide additional security measures to enhance security in areas that have capability gaps or previously been targeted with terrorist attacks. Funds can be awarded for salary/fringe; contractual services; equipment; training; travel and commodities/supplies. This is a competitive grant that requires an investment justification, safety assessment, risk assessment, and FEMA review. FEMA reviews and selects all agencies that are awarded with these funds and the MOHS awards and manages the funds and grant activities. Special consideration is placed on minority groups and underserved areas of need.

Emergency Operations Center Grant

This grant is a special appropriation from FEMA/DHS to provide (1) one individual agency with new construction of an Emergency Operations Center (EOC), this funding will benefit the local area of Noxubee County, MS.

MCSAP Basic Grant

This grant supports the operation of the Motor Carrier Unit of the Mississippi Highway Safety

Patrol. The FMCSA Motor Carrier Safety Administration Program provides trooper and civilian salaries, fringe, equipment, and supplies for the continuing goal of reducing CMV crashes and CMV fatalities for the state.

Commercial Driver License Improvement Program (CDLPI)
The priority focus will be achieving compliance with the requirements of related rulemaking, including, CDL Testing and Commercial Learners Permit (CLP) Standards Final Rule, and the Medical Examiner's Certification Integration Rule. The CDL Improvement Program will address existing open findings shown in the Automated Compliance Review System (ACRS); and will propose strategies to mitigate those findings.

High Priority-CMV Program
This program provides additional focus on lowering the CMV crash and fatality rate in Mississippi.

Impaired Driving Program
Enforcement agencies working to reduce alcohol & drug related fatalities on our roadways.

Occupant Protection
The use of high visibility enforcement during national campaigns (Click It or Ticket) as well as other special events and holiday periods. To educate the public on the importance and proper use of child restraints to reduce the severity of injuries and the number of fatalities resulting from vehicle crashes and to measure the results of enforcement and educational programs by conducting surveys and evaluating the results.

Police Traffic Services
The traffic enforcement necessary to directly impact fatal and injury crashes which includes all aspects of traffic enforcement (Impaired Driving, Occupant Protection and Speed), public education, training, and outreach.

Traffic Records
The collection, analysis and dissemination of crash, citation, as well as all other electronic data systems related to highway safety which assist and increase the capability for identifying and alleviating highway safety problems.

Drivers Education
The MOHS will provide funding toward educating the public through advertising that contains information about the dangers of texting or using a cell phone while driving and of law enforcement costs related to the enforcement of distracted driving laws. Projects will be developed by need, data analysis, population size and funds available.

Dissemination of Title VI Program Information/Notification to Beneficiaries/Participants

MDPS provides information to the public detailing its Title VI/Non-Discrimination obligations and notifies members of the public of the protections against discrimination afforded to them by Title VI and other non-discrimination requirements.

Information related to the MDPS' Title VI/Non-Discrimination obligations is listed on the agency's website, www.dps.ms.gov under Resources/Title VI ADA Compliance. *See Exhibit B

Title VI information posters and the public notice of Title VI program rights shall be prominently displayed at the Mississippi Department of Public Safety in all publicly accessed facilities where the public regularly conducts business, including, but not necessarily limited to, stations of the Driver Service Bureau, the Mississippi Highway Patrol and The Commercial Transportation Enforcement Division. The name of the Title VI Coordinator will be available on the Mississippi Department of Public Safety's website. Additional information relating to non-discrimination obligations can be obtained from the Title VI coordinator.

Title VI information shall be given to MDPS employees via the Employee Education form at their annual review. This form reminds employees of the MDPS' expectation to perform their duties in accordance with policy statements and Title VI responsibilities in their daily work and duties.

Sub-Recipient Compliance Reports

MDPS-Motor Carrier Division has no grant subrecipients.

MDPS-Office of Justice Program compliance report – see Exhibit C

MDPS-Office of Homeland Security compliance report – see Exhibit D

MDPS-Office of Highway Safety compliance report – see Exhibit E

Title VI Program Training

All new employees will be required to complete training on Title VI Program requirements within 30 days of initial hire. An acknowledgement of training for each employee will be kept in the employee's file with Human Resources. All employees are required to complete supplemental training on agency Title VI policies every two years.

During New Employment Orientation, new employees shall be informed of the provisions of the Title VI Program, shall be provided a copy of the Title VI Program, and shall be required to sign the Acknowledgement of Receipt form. *See Exhibit F

Access to Records

Upon the completion of any investigation and appropriate review of a Title VI complaint, all correspondence and other investigative material are to be submitted to the MDPS Title VI Compliance Officer. The Compliance Officer shall maintain all files related to the agency's Title VI compliance program. These documents shall be made available to the FMCSA, NHTSA, OJP, and/or FEMA upon request during normal business hours.

Complaint Disposition Process

MDPS will receive complaints of violations of Title VI or other acts of discrimination by department of employees in a manner that is open and courteous. MDPS will determine the validity of complaints objectively, impartially, and without preconception. Agency policy requires any employee who is contacted by an individual seeking to complain about the employee's conduct to refer the complaining individual to the employee's immediate supervisor. Any employee of MDPS

who is contacted by an individual seeking to complain about the conduct of another employee must accept any written materials offered by the complaining party and obtain the following information:

1. Name, address, telephone number of the complaining party;
2. Nature/description of the complaint, including date and location of the incident/conduct;
3. Name(s) of the employee(s) against whom the complaint is being made; and
4. The names of any witnesses to the alleged incident/conduct.

The employee receiving the complaint will refer the collected documents and date to the employee's supervisor within one (1) working day after receipt, or as soon thereafter as is practicable. They may also refer the complaining party to the DPS website, where they can fill out a complaint form and submit it by following the instructions listed (*See Exhibit G). Title VI related complaints will be routed to the Title VI Compliance Officer for handling. The Title VI Compliance Officer shall assign an investigator to conduct an investigation into the complaint. The investigation into the complaint shall include, at a minimum:

1. Interviews of the complainant, the alleged violator, any identified witnesses, and any other parties who could reasonably be expected to have relevant information.
2. Review of any documentation submitted by the complainant, relevant video footage, relevant audio recordings and any other documentation or evidence that may help establish the facts and assist the investigator in determining the credibility of those interviewed.

MDPS employees are required to participate in any investigation conducted under this policy when called upon to do so. All employees shall cooperate fully and shall answer all questions truthfully and thoroughly. Employees shall not obstruct or interfere with the filing of a report of a complaint or with any aspect of the investigation. Prompt investigation of all reports under this policy is required.

The investigator shall submit a comprehensive report on their investigation to the member of the Commissioner's Executive Council (Colonel or Deputy Commissioner) under which the subject employee works, the Title VI Compliance Officer and the Legal Division. The Legal Division shall review the investigation for sufficiency and report to the Executive Council member and the Title VI Compliance Officer regarding same. The Title VI Compliance Officer shall then submit, in writing, a recommended decision on the compliant to the Executive Council member. The Executive Council Member shall make a final decision and provide same, in writing, to the Title VI Compliance Officer, who shall provide same to the complaining party and maintain a copy on file.

The amount of time it will take to investigate and process a complaint will depend upon the circumstances and complexity of the complaint. However, the following guidelines apply:

1. The investigation should be completed, and an investigative give report submitted as required about within fifteen (15) working days from the initiation of the investigation.
2. The Legal Division should review the report and advise as to the sufficiency of the investigation within five (5) working days of receipt from the investigator.

3. The Title VI Compliance Officer should provide their written recommendation to the appropriate Executive Council member within five (5) working days of the receipt of Legal's notice that the investigation was sufficient.
4. The Executive Council member should provide a final decision to the Title VI Compliance Officer within (5) working days of receipt of the Compliance Officer's recommendation.

The Compliance Officer should provide a copy of the final decision to the complainant within forty-eight (48) hours of receipt of same.

The Compliance Officer shall maintain a log of all Title VI complaints received by the agency, and shall include therein the name, address, and phone number of the complainant, the date of the complaint and the disposition of same. *See Exhibit H

Status of Corrective Actions to Address Previously Identified Deficiencies

MDPS has not been made aware of any identified deficiencies.

Community Participation Process

MDPS provides services/activities to the public in the form of motor vehicle licensure testing and licensing. In the event that MDPS increases or decreases the number of publicly accessed facilities and/or the services provided/activities conducted at certain publicly accessed facilities, MDPS will conduct outreach to inform affected members of the public (customers) of the proposed change(s) and to solicit comments regarding the proposed change(s). Outreach efforts will include:

- Preparing a stakeholders list to identify affected customer (both benefited and burdened by the program) and any advocacy groups, churches, community-bases organizations and other advisory bodies. This list will include demographic information for affected customers regarding race, color, national origin (including LEP individuals), sex, gender, age, disability and income level. The stakeholders list will be sufficiently inclusive to ensure that the news of proposed change(s) is communicated to the greatest number of customers.
- Determining an effective number of public meetings to be held in strategically significant areas and at appropriate times to reach the greatest number of customers. The method of communicating the news of the public meeting(s) will be via electronic media and the stakeholder groups referenced above.
- Communicating outreach news via accessible and inclusive manners (including foreign language translations, if necessary) to promote effective public participation and in a manner free of linguistic, cultural, economic, or historical barriers.
- Ensuring that all such public meetings provide attendees with reasonable time to provide comments regarding the proposed change(s).
- Reviewing and analyzing all data obtained from outreach efforts at their conclusion for potential impact of the proposed change(s) to all customers, regardless of race, color, national origin (including LEP individuals), sex, gender, age, disability, and income level regarding their ability to access the facilities/

MDPS will prepare a detailed record to capture all aspects of the outreach effort and will submit the record to FMCSA for its' record and for feedback as deemed appropriate. MDPS will implement

the change, will monitor feedback from customers for a period of time, will re-evaluate the change as appropriate dependent upon the actual impact to customers, and will adjust the change as appropriate.

CMV Inspection. Selection & Unbiased Enforcement Policies

MDPS is committed to unbiased and equitable treatment of all persons in enforcing the law and providing services. Employees conducting motor vehicle enforcement, including CMV inspections, will refrain from biased based policing of any type.

It is the policy of MDPS to uphold and ensure full compliance with the non-discrimination requirements of Title VI of the Civil Rights Act of 1964 (Title VI) and related nondiscrimination authorities, as identified in the FMCSA Title VI Program Assurance signed by the MDPS Commissioner. These authorities require that no person shall be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any MDPS program or activity based on race, color, national origin, sex, age, disability, income level, or limited English proficiency. MDPS CMV inspection selection operating procedures are data-driven, objective, and nondiscriminatory in their applications. Inspection selections will be random or data-driven unless probable cause exists. Criteria for selection of CMV's for inspections at ports of entry, scales, and during mobile operations include the following:

1. Inspection priority is given to an observed violation of law or regulations related to the driver or the vehicle, including equipment, size, weight, and load violations.
2. Standardized electronic vehicle screening systems that utilize ISS carrier safety rating information will be consistently utilized when available. Carriers that are poorly rated or have insufficient data will take priority in the inspection selection.
3. When CMV traffic patterns are minimal, CMVs with no valid CVSA decal may be selected for inspection.
4. Vehicles displaying a valid CVSA decal will not be subject to re-inspection unless an equipment violation is observed or a driver violation is suspected.
5. Inspectors shall not interrupt or otherwise disturb any driver of a CMV in an off duty or sleeper berth status, when the CMV is legally parked, for the sole purpose of conducting a random inspection.

Documentation

1. All inspections will be documented through the division's applicable inspection reporting program.
2. Inspections shall be uploaded as soon as possible, but no later than the end of the inspecting employee's shift.
3. Inspections containing out-of-service violations should be uploaded immediately.
4. When the inspection reporting program is not available, CVSA inspections are to be documented on a hand-written Driver-Vehicle Examination Report.

MDPS will remain consistent with national and international programs by following the guidelines in CVSA's Operational Policy 13.

MDPS has adopted a Public Notice of Compliance with Title VI Program Rights that informs the public of the department's Title VI program assurances and responsibilities. This public notice is posted for public access at this link:

Public Notice.pdf (ms.gov)

MDPS provides Title VI program-related training to personnel conducting traffic enforcement, compliance reviews, and safety audit activities, including adherence to the FMCSA Enforcement Memorandum regarding ELP versus LEP (MC-ECE-2016-006).

MDPS ensures that all its programs and activities are operated in a nondiscriminatory manner. Complaints received from members of the public (including drivers) will be addressed according to the Complaint Disposition Process section of the MDPS Title VI Program Compliance Plan, set forth above.

As part of the MDPS Title VI Program Compliance Plan internal monitoring programs, CMV enforcement, including commercial vehicle inspections, will be reviewed annually to ensure compliance with Title VI Program requirements, provide any needed technical assistance in the implementation of Title VI Program requirements, and correct any deficiencies found to exist.

The policies listed above are reflected in DPS General Order 2.9.8 that becomes effective August 1, 2023. *See Exhibit H.

EXHIBIT A

The United States Department of Transportation
Standard Title VI/Non-Discrimination Assurances
DOT Order No. 1050.2A

The **Mississippi Department of Public Safety (MDPS)** (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the United States Department of Transportation (DOT), through the **Federal Motor Carrier Safety Administration (FMCSA)**, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 Stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Title IX of the Education Amendments of 1972, as amended, (20 U.S.C. § 1681 *et seq.*), (prohibits discrimination on the basis of sex in education programs or activities);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.*), (prohibits discrimination on the basis of disability);
- 49 C.F.R. part 21 (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 49 C.F.R. part 27 (entitled *Nondiscrimination On The Basis Of Disability In Programs Or Activities Receiving Federal Financial Assistance*);
- 49 C.F.R. part 28 (entitled *Enforcement Of Nondiscrimination On The Basis Of Handicap In Programs Or Activities Conducted By The Department Of Transportation*);
- 49 C.F.R. part 37 (entitled *Transportation Services For Individuals With Disabilities (ADA)*);
- 49 C.F.R. part 303 (FMCSA's Title VI/Nondiscrimination Regulation);
- 28 C.F.R. part 35 (entitled *Discrimination On The Basis Of Disability In State And Local Government Services*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

Although not applicable to Recipients directly, there are certain Executive Orders and relevant guidance that direct action by Federal agencies regarding their federally assisted programs and activities to which compliance is required by Recipients to ensure Federal agencies carry out their responsibilities. Executive Order 12898 (1995), entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" emphasizes that Federal agencies should use existing laws to achieve Environmental Justice, in particular Title VI, to ensure nondiscrimination against minority populations. Recipients should be aware that certain

Title VI matters raise Environmental Justice concerns and FMCSA intends that all Recipients evaluate and revise existing procedures (as appropriate) to address and implement Environmental Justice considerations. See the following FHWA website for more information and facts about Environmental Justice: http://www.fhwa.dot.gov/environment/environmental_justice/index.cfm

Additionally, Executive Order 13166 (2001) on Limited English Proficiency, according to the U.S. Department of Justice in its Policy Guidance Document dated August 16, 2000 (65 Fed. Reg. at 50123), clarifies the responsibilities associated with the "*application of Title VI's prohibition on national origin discrimination when information is provided only in English to persons with limited English proficiency.*" When receiving Federal funds Recipients are expected to conduct a Four-Factor Analysis to prevent discrimination based on National Origin. (See also U.S. DOT's "*Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons,*" dated December 14, 2005, (70 Fed. Reg. at 74087 to 74100); the Guidance is a useful resource when performing a Four-Factor Analysis).

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

> *"No person in the United States shall, on the grounds of race, color, national origin, sex, age, disability, low-income, or LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from DOT, including the FMCSA."*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973) by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally-assisted.

Specific Assurances

More specifically, and without limiting the above general Assurances, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **FMCSA Program**:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in 49 C.F.R. §§ 21.23 (b) and 21.23 (e) will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations;

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with the FMCSA Program and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

> *"The **Mississippi Department of Public Safety**, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, all contractors will be afforded full*

opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner's race, color, national origin, sex, age, disability, income-level, or LEP in consideration for an award.";

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations;

4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient;

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith;

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property;

7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:

    a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
    b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

    a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
    b. the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, MDPS also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the

FMCSA access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **FMCSA**. You must keep records, reports, and submit the material for review upon request to **FMCSA**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

MDPS gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the Department of Transportation under the **FMCSA Program**. This ASSURANCE is binding on Mississippi other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the **FMCSA Program**. The person (s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

MS Dep. of Public Safety
(Name of Recipient)

by _____
(Signature of Authorized Official)

DATED 7/26/23

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Motor Carrier Safety Administration (FMCSA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations as set forth in Appendix E, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 C.F.R. part 21.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP.

4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FMCSA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FMCSA, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FMCSA may determine to be appropriate, including, but not limited to:

    a. withholding payments to the contractor under the contract until the contractor complies; and/or
    b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FMCSA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

CLAUSES FOR DEEDS TRANSFERING UNITED STATES PROPERTY

APPENDIX B

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the Department of Transportation as authorized by law and upon the condition that the (***Title of Recipient***) will accept title to the lands and maintain the project constructed thereon in accordance with (***Name of Appropriate Legislative Authority***), the Regulations for the Administration of **Federal Motor Carrier Safety Administration (FMCSA) Program,** and the policies and procedures prescribed by the **FMCSA** of the Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, Department of Transportation, subtitle A, Office of the Secretary, part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the (***Title of Recipient***) all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto (***Title of Recipient***) and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the (***Title of Recipient***), its successors and assigns.

The (***Title of Recipient***), in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the (***Title of Recipient***) will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, subtitle A, Office of the Secretary, part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI.)

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY OR PROGRAM

APPENDIX C

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the (***Title of Recipient***) pursuant to the provisions of Assurance 7(a):

A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:

   2. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, (***Title of Recipient***) will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*

C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the (***Title of Recipient***) will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the (***Title of Recipient***) and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

APPENDIX D

The following clauses will be included in deeds, licenses, permits, or similar instruments/ agreements entered into by (***Title of Recipient***) pursuant to the provisions of Assurance 7(b):

A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.

B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, (***Title of Recipient***) will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*

C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, (***Title of Recipient***) will there upon revert to and vest in and become the absolute property of (***Title of Recipient***) and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. § 2000d *et seq.*), (prohibits discrimination on the basis of race, color, national origin), as implemented by 49 C.F.R. § 21.1 *et seq.* and 49 C.F.R. part 303;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973 (23 U.S.C. § 324 *et seq.*) (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794 *et seq.*) (prohibits discrimination on the basis of disability); and 49 C.F.R. part 27;
- The Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101 *et seq.*) (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982 (Pub. L. 97-248 (1982)), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987 (102 Stat. 28) ("*....which restore[d] the broad scope of coverage and to clarify the application of title IX of the Education Amendments of 1972, section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, and title VI of the Civil Rights Act of 1964.*");
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189), as implemented by Department of Justice regulations at 28 C.F.R. parts 35 and 36, and Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. § 1681 *et seq*).

EXHIBIT B

THE MISSISSIPPI DEPARTMENT OF PUBLIC SAFETY

PUBLIC NOTIFICATION OF TITLE VI PROGRAM RIGHTS

The Mississippi Department of Public Safety operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the Mississippi Department of Public Safety.

For more information on the Mississippi Department of Public Safety's civil rights program, or to file a complaint, visit www.dps.ms.gov; contact 601-987-1516; or email sferriss@dps.ms.gov.

Scan the QR code below to visit the DPS Title VI Compliance webpage:

A complainant may also file a complaint directly with the US Department of Justice by contacting the USDOJ, Civil Rights Division, Attention: Federal Coordination and Compliance Section-NWB, 950 Pennsylvania Avenue, NW, Washington, DC 20530.

EXHIBIT C

The Division of Public Safety Planning, Office of Justice Programs includes the following information in all the sub-recipients grant agreement:

Methods of Administration (MOA) for Ensuring Sub-recipients Comply with Applicable Federal Civil Rights Laws

The Office of Justice Programs (OJP) within the Mississippi's Division of Public Safety Planning (DPSP), in cooperation with the United States Department of Justice's Office for Civil Rights (OCR), has developed a method of administration for ensuring that sub-recipients comply with applicable federal civil rights laws. Because start dates vary for the DPSP's sub-awards, a standard start date of July 1, the first day of Mississippi's fiscal year, begins the grant cycle. However, some OJP sub-awards have a start date of October 1, the first day of the Federal fiscal year.

I. Policy and Procedures for Addressing Complaints of Impermissible Discrimination Complaints

The DPSP, OJP developed the *Civil Rights Policy and Procedures for Receiving Complaints Against Grantees*, for receiving complaints from sub-recipient employees and/or individuals who are receiving funded services. The OJP-maintains an online public copy of the policy and also a downloadable complaint form) that may be manually completed and forwarded to the DPSP. Upon request, the DPSP will provide sub-grantees with printed copies of the procedure for distribution and display at their facilities.

The DPSP Complaint Coordinator is designated in the policy as the coordinating office for the compliance process. The DPSP's General Counsel shall serve as the Civil Rights Officer. The Civil Rights Officer must fully comply with what was previously DPS General Order Number 12/01. Since submitting the last MOA, the applicable general order has been enumerated as DPS General Order 9.02 pertaining to handling of complaints, and which establishes an orderly, efficient, and effective procedure for receiving, documenting, processing and resolving complaints filed against DPSP personnel.

The DPSP does not have the authority to investigate any alleged discrimination or civil rights violations but will refer the complaint to the appropriate body for investigation. However, the DPSP employees will forward any or all complainants of employment discrimination to the Mississippi Department of Public Safety's Legal Division. The DPSP employees shall also refer discrimination complainants in grant funded services to the Federal OCR. Upon receipt of a completed complaint, DPSP employees shall forward the complaint to the DPSP Civil Rights Complaint Coordinator within seven days of receipt and will also notify the complainant that the complaint is appropriately forwarded. Thus, all potential discrimination complaints will be directly forwarded to the DPSP's Complaint Coordinator.

The OJP will provide the necessary information to its Legal Department and the OCR, as needed, to expedite any investigation.

During the Annual Implementation Training agenda for sub-recipients, the OJP will provide continuing training in civil rights issues, annual updates regarding recent changes in civil rights laws and the procedures for handling issues of discrimination and civil rights violations. The OJP will update and supplement policies and procedures as appropriate.

Within these trainings, the OJP will inform sub-grantees that when a sub-grantee's employee, client, customer, or program participant files a discrimination complaint directly with the grantee, the sub-grantee shall have procedures in place to either investigate the complaint or forward the complaint to the OJP for processing. The OJP will instruct sub-grantees that they must notify the OJP of any complaint that is being investigated by the sub-grantee; or must forward the complaint to the OJP for processing within five business days of the sub-grantee receiving the complaint. All sub-grantees are required to certify in writing that they have received training. All sub-grantees must also certify that they have or will notify all employees, clients, customers, and program participants that discrimination is prohibited and will also advise them of the procedures for filing a complaint of discrimination.

On an annual basis, the OJP will require all sub recipients to complete a Civil Rights Compliance Checklist for disclosing their own applied procedures for responding to discrimination complaints from employees, clients, customers, and program participants.

II. Notifications to Sub recipients of Civil Rights Requirements

Sub-recipients are notified of their civil rights, non-discrimination obligations and of prohibited discrimination through the Interagency Contractual Agreement that they enter into with OJP. The Interagency Contractual Agreement incorporates all required federal and state special conditions for awarding the grant. Please reference the DPSP "Standard Assurance Condition for Sub-grantees" whereby sub-recipients must certify compliance with the EEOP requirements, the requirement to submit findings of discrimination to the DPSP, and the requirement to provide meaningful access for people with limited English proficiency (LEP).

III. Protocol for Monitoring for Sub-recipient Compliance with Civil-Rights-Related Award Requirements

The OJP requires all sub-recipients to annually complete and submit the Civil Rights Compliance Checklist. The checklist asks sub-recipients to describe how they are meeting their federal civil rights obligations. (Attachment C-1) The DPSP verifies civil rights compliance through on-site monitoring.

IV. Methodology for Training Sub-recipients on Civil-Rights-Related Award Requirements

In offering training to sub-recipients, the OJP will host, at a minimum, the Annual Implementation Training that will include instruction pertaining to sub-recipients' responsibility for upholding the civil rights laws and for observing non-discrimination obligations. The OJP will take or record attendance to verify that sub-recipients have attended the training at least once during the period of performance of the award. If sub-recipients are unable to attend the training, the sub-recipient shall be required to certify that they have received and read copies of the OCR PowerPoint and other relevant documents prior to receiving a sub-grant award. In addition, the OJP will make copies of the PowerPoint slides and other training materials available on its website.

EXHIBIT D

The Mississippi Office of Homeland Security includes the following information into all the grant agreements with their sub-recipients:

Civil Rights Act of 1964 – Title VI

Recipients must comply with the requirements of Title VI of the Civil Rights Act of 1964 (codified as amended at 42 U.S.C. § 2000d et seq.), which provides that no person in United States will, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. DHS implementing regulations for the Act are found at 6 C.F.R. Part 21 and 44 C.F.R. Part 7.

Limited English Proficiency (Civil Rights Act of 1964, Title VI)

Recipients must comply with Title VI of the Civil Rights Act of 1964, (42 U.S.C. § 2000d et seq.) prohibition against discrimination on the basis of national origin, which requires that recipients of federal financial assistance take reasonable steps to provide meaningful access to persons with limited English proficiency (LEP) to their programs and services. For additional assistance and information regarding language access obligations, please refer to the DHS Recipient Guidance: https://www.dhs.gov/guidance- published-help-department- supported-organizations-provide-meaningful-access-people-limited and additional resources on http://www.lep.gov.

EXHIBIT E

The Mississippi Office of Highway Safety includes the following information into all the grant agreements with their sub-recipients:

The Sub-Grantee—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;

- Will administer the program in a manner that reasonably ensures that any of its sub recipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;

- Agrees to comply (and require any of its sub recipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;

- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;

- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:
  "During the performance of this contract/funding agreement, the contractor/funding recipient agrees—
  a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
  b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
  c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
  d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

e. To insert this clause, including paragraphs (a) through (e), in every subcontract and sub agreement and in every solicitation for a subcontract or sub-agreement that receives Federal funds under this program.

EXHIBIT F

STATE OF MISSISSIPPI
TATE REEVES, GOVERNOR
DEPARTMENT OF PUBLIC SAFETY
SEAN J. TINDELL, COMMISSIONER

I have received and reviewed the Title VI compliance presentation for the Mississippi Department of Public Safety. I am committed to ensuring that no person is excluded from participation in any MDPS programs or activities, or otherwise subjected to discrimination on the basis of race, color, national origin, sex, age, disability, low-income, and/or limited English proficiency as protected under Title VI of the Civil Rights Act of 1964.

_____
Printed Name

_____
Signature

_____
Date

EXHIBIT G

SECTION I:		
Name:	Address:	
City:	State:	Zip:
Home Number:	Cell Number:	
Email Address:		
SECTION II:		
Indicate the discrimination you believe you experienced: (circle all that apply) Race Color National Origin Sex Age Disability Religion Medical Condition Limited English Proficiency		
Date of alleged discrimination:	Location of alleged discrimination:	
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) you believe discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please attach any additional pages to this form.		
SECTION IV:		
Have you previously filed a Title VI complaint with the MS Department of Public Safety? YES NO		

SECTION V:	
Have you filed this complaint with any other Federal, State or local agency, or with any Federal or State Court? YES* NO	
If yes, list all that apply:	
Please provide information about any contact person at the agency/court where complaint was filed:	
Name:	Title:
Agency:	Phone number:

Please attach any documents you may have which support the allegation.
Signature and date below.

_____ _____

Signature Date

A signed, written complaint should be filed **within 180 days of the date of the alleged discrimination**.

Please submit this form by mail to:
MS Department of Public Safety
Attention: Suzanne Ferriss
PO Box 958
Jackson, MS 39205
Or email to:
sferriss@dps.ms.gov

A complainant may file a complaint directly with the US Department of Justice by contacting the USDOJ, Civil Rights Division, Attention: Federal Coordination and Compliance Section-NWB, 950 Pennsylvania Avenue, NW, Washington, DC 20530.

EXHIBIT H

MISSISSIPPI DEPARTMENT OF PUBLIC SAFETY
TITLE VI COMPLAINT LOG

NAME	ADDRESS	PHONE #	ALLEGATIONS	DATE OF COMPLAINT	DATE INVESTIGATED	DISPOSITION

The Department maintains a complaint log of all complaints of alleged Title VI and other discrimination filed by members of the public.

MISSISSIPPI DEPARTMENT OF PUBLIC SAFETY
GENERAL ORDER MANUAL

	SUBJECT Motor Carrier Division	**GENERAL ORDER** **2.9.8**
	APPLICABLE CALEA STANDARDS	**ISSUE DATE** **12/02/2014**
	APPLICABLE MSLEAC STANDARDS 1.7	**REVISION DATE** **06/30/2023**
	DISTRIBUTION – SWN/MHSP	**TOTAL PAGES** **20**
	INSTRUCTIONS – Refer to Title 49 Code of Federal Regulations (CFR) 350.201(g) and GO 2.2.3; Replaces DPS GO 14.21	

2.9.8.1 SUMMARY

All inspections conducted by the Motor Carrier Division shall be conducted in accordance with the inspection procedures promulgated by the Commercial Vehicle Safety Alliance (CVSA). It shall be the responsibility of all supervisors to see that each Motor Carrier Safety Trooper under their supervision adheres to General Orders (GO) and Motor Carrier Policies.

Mississippi Highway Safety Patrol (MHSP) Motor Carrier Division seeks to detect and correct safety defects, driver deficiencies, and unsafe motor carrier practices before they become contributing factors to accidents. Through consistent, uniform, and effective Commercial Motor Vehicle (CMV) safety programs, driver/vehicle safety inspections, post-crash inspections, strict, high quality traffic enforcement, compliance reviews, new entrant safety audits, and public awareness education, this division works to reduce the number and severity of CMV involved accidents and hazardous material incidents.

2.9.8.2 POLICY

The Director of the Motor Carrier Division shall receive direct supervision from the Director of Special Operations. The Director of the Motor Carrier Division shall hold the rank of Captain. Motor Carrier shall operate as a statewide division, utilizing the MHSP rank structure. All Troopers assigned to Motor Carrier may be referred to as "CMV Trooper / Inspector." The Director of the Motor Carrier Division shall be responsible for the operation and supervision of the Motor Carrier Division, its personnel, training, enforcement of all applicable state and federal laws and regulations, and compliance with all grants and agreements therein.

A Trooper accepting a position in Motor Carrier will be on probation for one (1) year and must obtain certification in North American Standard Part A, and B. within six (6) months of accepting the transfer. An extension may be granted at the discretion of the Director of MHSP. Within two (2) years, the Trooper must be certified by the CMVSA under the guidelines of the Federal Motor Carrier Safety Administration in other bulk, hazardous material, cargo tank, and passenger vehicle inspections. Copies of all training records and certifications shall be forwarded to and maintained by the Director of the Motor Carrier Division. All certifications must be maintained at all times while the Trooper is serving in the Motor Carrier Division. If the Trooper fails to meet these requirements within two (2) years, they will return to their previous rank and duties. [MSLEAC 1.7]

A. CMV Trooper Training and Certification

1. General

   MHSP Motor Carrier Troopers will operate and follow the guidelines of CVSA Operational Policy 4/Level I, in addition to addendums put in place by the Training Coordinator and Department. All Troopers will follow the guidelines necessary to become certified in the following areas:

   a. North American Standard Part A and B;

   b. Hazardous Materials/Transportation of Dangerous Goods;

   c. Cargo Tank Inspection;

   d. Other Bulk Packaging; and

2.9.8.2 POLICY (Continued)

e. Passenger Vehicle Inspection.

2. Promotion to Master Sergeant in Motor Carrier

A Trooper may only accept a promotion to Master Sergeant in Motor Carrier if they are already certified under the guidelines of the Federal Motor Carrier Safety Administration and must be certified in North American Standard Levels A, B, Hazardous Materials/Transportation of Dangerous Goods Inspections, Cargo Tank Inspections, Other Bulk Packaging, and Passenger Vehicle/Motor Coach Inspections. (Refer to GO 2.2.3)

3. North American Standard Part A and B

Troopers must complete the CVSA approved North American Standard Part A and B Inspection course. It is encouraged, but not required, that the North American Standard Part A and B training be broken into two parts, with a period of on-the-job training to be performed by the Trooper trainee between each part. In addition to the training and testing requirements, the CMV Trooper trainee must complete at least thirty-two (32) North American Standard Level I Inspections with a certified CMV Trooper, who will evaluate the CMV Trooper trainee for knowledge of the regulations, proficiency in the inspection process and documentation of violations. These inspections should be completed as soon as practicable, but no later than six months after passing both written exams. The initial thirty-two (32) inspections for the trainee should be conducted and documented by the trainee in the presence of the training CMV Trooper. Each inspection report shall contain the name and identification number of both the trainee and the certified CMV Trooper. Inspection reports must be reviewed and approved by a certified CMV Trooper. The trainee is not certified to complete and submit Level I Inspections independently until they have successfully completed the thirty-two (32) inspections with a certified CMV Trooper. Inspections completed during this phase will not count toward the new CMV Trooper's maintenance of certification. CMV Troopers who successfully complete this training are qualified to receive a Certificate of Proficiency authorizing them to conduct CVSA North American Standard Level I through V, VII Inspections, and to apply CVSA decals to commercial motor vehicles passing North American Standard Levels I and V Inspections. This number of inspections shall be completed by the CMV Trooper annually to maintain certification.

4. Hazardous Materials/Transportation of Dangerous Goods Inspections

a. Prerequisite: CMV Troopers shall hold a Certificate of Proficiency to conduct the North American Standard Part A and B.

b. In order to conduct inspections involving hazardous materials/dangerous goods, CMV Troopers must complete a CVSA approved North American Standard Hazardous Material/Dangerous Goods Inspection Course and pass the CVSA approved written exam. In addition to the training and testing requirements, the CMV Trooper trainee must complete at least sixteen (16) North American Standard Hazardous Materials/Dangerous Goods Inspections on non-bulk quantities and demonstrate proficiency in the inspection process. These inspections should be completed as soon as practicable, but no later than six months after passing the written exam. Inspections conducted for initial certification cannot be combined. The initial sixteen (16) inspections for the CMV Trooper trainee should be conducted and documented by the trainee in the presence of the certified CMV Trooper. Each inspection report shall contain the name and identification number of both the trainee and the certified CMV Trooper. Inspection reports must be reviewed and approved by a certified CMV Trooper. The CMV Trooper trainee is not certified to complete and submit Hazardous Materials/Dangerous Goods Inspections independently until they have successfully completed the sixteen (16) inspections with a certified CMV Trooper. Inspections completed during this phase will not count toward the new CMV Trooper's maintenance of certification. CMV Troopers who successfully complete this training are qualified to receive a Certificate of Proficiency authorizing them to conduct CVSA North American Standard Hazardous Materials/Dangerous Goods Inspections. This number of inspections shall be completed by the CMV Trooper annually to maintain certification.

5. Cargo Tank Inspections

a. Prerequisites: CMV Troopers shall hold a Certificate of Proficiency to conduct the North American Standard Part A and B and North American Standard Hazardous Materials/Transportation of Dangerous Goods Inspections.

2.9.8.2 POLICY (Continued)

CMV Troopers must complete the CVSA approved North American Standard Cargo Tank Inspection course. In addition to the training and testing requirements, the CMV Trooper trainee must complete at least sixteen (16) North American Standard Cargo Tank Inspections (transporting hazardous materials/dangerous goods or residue last contained) with a certified CMV Trooper, who will evaluate the CMV Trooper trainee on a specification cargo tank or DOT-SP cargo tank (specification cargo tanks are not limited to DOT or MC series tanks but also may include CGA, ASME, TC or other cargo tanks built to specification codes), for knowledge of the regulations and

Proficiency in the inspection process. These inspections should be completed as soon as practicable, but no later than six months after passing the written exam. Inspections conducted for initial certification cannot be combined. The initial sixteen (16) inspections for the CMV Trooper trainee should be conducted and documented by the trainee in the presence of a certified CMV Trooper. Each inspection report shall contain the name and identification number of both the trainee and the certified CMV Trooper. Inspection reports must be reviewed and approved by a certified CMV Trooper. The trainee is not certified to complete and submit Cargo Tank Inspections independently until they have successfully completed the sixteen (16) inspections with a certified CMV Trooper. Inspections completed during this phase will not count toward the new CMV Trooper's maintenance of certification. CMV Troopers who successfully complete this training are qualified to receive a Certificate of Proficiency authorizing them to conduct North American Standard Cargo Tank Inspections and to apply CVSA decals to commercial motor vehicles passing the North American Standard Level I and Level V Inspections. This number of inspections shall be completed by the CMV Trooper annually to maintain certification.

6. Other Bulk Packaging Inspections

   a. Prerequisites: CMV Troopers shall hold a Certificate of Proficiency to conduct the North American Standard Part A and B and North American Standard Hazardous Materials/Transportation of Dangerous Goods.

   b. CMV Troopers must complete the CVSA approved North American Standard Other Bulk Packaging Inspection course and pass the CVSA-approved written exam. CMV Troopers who successfully complete this training are qualified to receive a Certificate of Proficiency. In addition, CMV Troopers who successfully complete this training are not required to complete any certification inspections and no "General Maintenance of Certification" applies to the North American Standard Other Bulk Packaging Inspections certification.

7. Passenger Vehicle/Motor Coach Inspections

   a. Prerequisites: CMV Troopers shall hold a Certificate of Proficiency to conduct the North American Standard Part A and B.

   b. CMV Troopers must complete the CVSA approved North American Standard Passenger Vehicle/Motor Coach Inspections course. In addition to the training and testing requirements, the CMV Trooper trainee must complete at least 8 North American Standard Level I and/or Level V Inspections on passenger carrier commercial vehicles with a certified CMV Trooper, who should evaluate the CMV Trooper trainee for knowledge of the regulations and proficiency in the inspection process. These inspections should be completed as soon as practicable, but no later than six months after passing the written exam. Inspections conducted for initial certification cannot be combined. The initial eight (8) inspections for the CMV Trooper trainee should be conducted and documented by the trainee in the presence of the training CMV Trooper. Each inspection report shall contain the name and identification number of both the CMV Trooper trainee and the certified CMV Trooper in the report. Inspection reports must be reviewed and approved by a certified CMV Trooper. The CMV Trooper trainee is not certified to complete and submit Passenger Carrier Vehicle Inspections independently until they have successfully completed the eight (8) inspections with a certified CMV Trooper. Inspections completed during this phase will not count toward the new CMV Trooper trainee's maintenance of certification. CMV Troopers who successfully complete this training are qualified to receive a Certificate of Proficiency authorizing them to conduct CVSA North American Standard Level I through V Inspections and to apply Operational Policy 4 Inspector Training and Certification Vehicle Safety Alliance 7 CVSA decals to commercial motor vehicles passing the North American Standard Level I and Level V Passenger Carrier Vehicle Inspections. Passenger Carrier Vehicle Inspections. CMV Trooper candidates seeking North American Standard Level V inspection certification are limited to conducting North American Standard Passenger Carrier Vehicle Level V Inspections.

2.9.8.2 POLICY (Continued)

B. Inspection Policy

1. These policies promote the efficiency of the Motor Carrier Safety Division and provide for broader coverage of time accountability throughout the monthly inspection cycle.

2. These policies are intended for the reduction of commercial motor vehicle crashes on the highways of Mississippi. Priority points of all inspections by all CMV Troopers shall be 1) the apprehension and removal of impaired drivers, whether it is from fatigue, alcohol impairment, or use of narcotics; 2) the safe operation of commercial motor vehicle drivers; and 3) the operation of safe equipment.

3. All inspections will be conducted in strict compliance with the Office of Motor Carrier North American Standard Inspection Procedures.

4. During inclement weather or other hazardous conditions in which condensation or rain forms or is dripping from a Commercial Motor Vehicle, CMV Troopers will not be required to operate under such vehicles due to safety hazards.

5. Each CMV Trooper will upload inspection reports daily. If access is not available, then the inspection reports must be uploaded no later than the next working day. This will not apply to CMV Post Crash Inspections.

6. CMV Troopers will not authorize the unloading of a Commercial Motor Vehicle or Trailer without contacting their supervisor for approval.

7. North American Standard Inspection Procedures will be followed. See attached North American Standard Level I Inspection Procedures.

8. CMV Troopers must maintain their certification each year at the level to which they are certified.

C. North American Standard (NAS) Hazardous Materials/Transportation of Dangerous Goods Cargo Tank/Other Bulk Packaging Inspection Procedure

1. CMV Troopers will follow the NAS/CVSA Inspection procedure and the Department of Public Safety (DPS) Policies and Procedures for inspecting Hazardous Materials (HM), Transportation of Dangerous Goods (TDG), Cargo Tank, and Other Bulk Packaging (OBP).

2. The purpose of the Cargo Tank policy is to provide for the safety of the CMV Trooper while conducting Inspections.

3. The CMV Trooper must abide by the following procedures when conducting Cargo Tank inspections.

4. The CMV Trooper must follow all DPS rules, as well as CVSA Operational policies.

5. The CMV Trooper should always choose paved, level, and safe locations that are away from traffic, but visible to traffic and capable of supporting the vehicle's weight.

6. Step nine (9) Inspection Procedure for Cargo Tank and Other Bulk Packaging inspection procedures, which requires the CMV Trooper to board the top of the trailer is not required and must be omitted.

7. For all parts that require the opening of the vehicle, the vehicle must be opened by the driver and not the CMV Trooper.

8. The CMV Trooper must not open any valve, venting devices, manhole covers, or discharge valves.

9. If the vehicle is transporting Hazardous Materials that call for placing the vehicle Out-of-Service, and the trailer has not been cleaned and purged and requires welding, the CMV Trooper must notify a supervisor before placing the vehicle Out-of-Service. The CMV Trooper will contact the carrier by phone to advise them of the location and details of the Out-of-Service placement.

10. The CMV Trooper must follow all Out-of-Service policies established by MHSP.

11. See attached North American Standard Hazardous Materials/Transportation of Dangerous Goods and Cargo Tank and Other Bulk Packaging Inspection Procedures.

2.9.8.2 POLICY (Continued)

D. North American Standard Inspection Procedure for Performance-Based Brake Testing, Antilock Brake System (ABS) Procedure, CVSA Decal Chart

1. The CMV Trooper will follow the NAS/CVSA procedure for testing brakes. See attached North American Standard Inspection Procedure for Performance-Based Brake Testing.

2. The CMV Trooper will follow the NAS/CVSA procedure for testing ABS. See attached ABS Inspection Procedure U.S. Field Reference.

3. The CMV Trooper will follow the NAS/CVSA Decal Location chart. See attached Location of CVSA Decals Reference Chart.

E. North American Standard Level I Passenger Vehicle/Motor Coach Inspection Procedure

1. CMV Troopers will follow the North American Standard/Commercial Vehicle Safety Alliance (NAS/CVSA) Inspection Procedure and the Department of Public Safety Policies and Procedures for Inspecting Passenger Vehicles/Motor Coaches.

2. The rules and regulations regarding the inspection of Motor Coaches are established by the Department of Public Safety's Motor Carrier Division and taught in the Passenger Vehicle Inspection Course.

3. It is the goal of the Motor Carrier Safety Division to ensure the safe transportation of passengers. The Division will conduct only the Destination, Planned Stops, and Enroute Inspections. An Enroute Inspection Level I and V Inspections are not encouraged unless there is an obvious serious violation that would result in Out-of-Service due to the requirement for accommodating passengers.

4. A Motor Coach Inspection must be conducted at a fixed inspection facility such as a weigh station, motor coach terminal, border crossing, motor coach maintenance facility, destination, or other location where a motor carrier may make a planned stop. The location of the inspection must be able to reasonably and comfortably accommodate all passengers discharged from the bus during the inspection, including providing proper facilities for disabled passengers.

5. There are a few exceptions to the above regulation:

   a. A CMV operating in an unsafe manner;

   b. A CMV operating Out-of-Service;

   c. A CMV transporting passengers and emitting excessive smoke from the engine compartment, or any other condition that would indicate a potential or present danger from fire; or

   d. Any observed violation of a CMV transporting passengers would cause the CMV to be placed Out-of-Service.

6. All CMV Troopers will be required to contact the Motor Coach carrier by phone to advise them of the location and details of the Motor Coach Inspection that result in an Out-of-Service violation.

F. Out-of-Service Policy

Each CMV Trooper will follow the procedures listed below before placing a vehicle or driver Out-of-Service:

1. Before placing a vehicle and/or driver Out-of-Service, the CMV Trooper must take the driver and vehicle to the nearest available safe location; and

2. The CMV Trooper must then complete the inspection. Upon completion of the inspection, an Out-of-Service sticker must be applied to the vehicle.

G. Removal of Seals

1. This policy will establish an understanding of the CMV Trooper's authority to remove and replace seals.

2.9.8.2 POLICY (Continued)

2. Pursuant to 49 CFR 350.201(g), a state under the Motor Carrier Safety Assistance Program is required to provide legal authority for a right of entry and inspection adequate to carry out the Commercial Vehicle Safety Plan Level I and II Inspections requiring opening sealed loads to verify cargo securement as part of the inspection process. The State of Mississippi's use of MCSAP funds necessitates that the CMV Troopers of the Motor Carrier Troop have legal authority during Level I and II Inspection procedures, as instructed by CVSA instructed Level I and II Inspection Procedures, for checking load securement.

H. CMV Inspection Selection and Unbiased Enforcement Policies

1. Mississippi Department of Public Safety (MDPS)/MHSP are committed to unbiased and equitable treatment of all persons in enforcing the law and providing services. CMV Troopers conducting motor vehicle enforcement, including CMV inspections, will refrain from biased based policing of any type.

2. It is the policy of MDPS/MHSP to uphold and ensure full compliance with the non-discrimination requirements of Title VI of the Civil Rights Act of 1964 (Title VI) and related nondiscrimination authorities, as identified in the FMCSA Title VI Program Assurance signed by the MDPS Commissioner. These authorities require that no person shall be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any MDPS program or activity based on race, color, national origin, sex, age, disability, income level, or limited English proficiency. MDPS CMV inspection selection operating procedures are data-driven, objective, and nondiscriminatory in their applications. Inspection selections will be random or data-driven unless probable cause exists. Criteria for selection of CMV's for inspections at ports of entry, scales, and during mobile operations include the following:

   a. Inspection priority is given to an observed violation of law or regulations related to the driver or the vehicle, including equipment, size, weight, and load violations;

   b. Standardized electronic vehicle screening systems that utilize ISS carrier safety rating information will be consistently utilized when available. Carriers that are poorly rated or have insufficient data will take priority in the inspection selection;

   c. When CMV traffic patterns are minimal, CMVs with no valid CVSA decal may be selected for inspection;

   d. Vehicles displaying a valid CVSA decal will not be subject to re-inspection unless an equipment violation is observed or a driver violation is suspected; and

   e. CMV Troopers shall not interrupt or otherwise disturb any driver of a CMV in an off duty or sleeper berth status, when the CMV is legally parked, for the sole purpose of conducting a random inspection.

3. Documentation

   a. All inspections will be documented through the division's applicable inspection reporting program.

   b. Inspections shall be uploaded as soon as possible, but no later than the end of the inspecting employee's shift.

   c. Inspections containing out-of-service violations should be uploaded immediately.

   d. When the inspection reporting program is not available, CVSA inspections are to be documented on a hand-written Driver-Vehicle Examination Report.

4. MDPS/MHSP will remain consistent with national and international programs by following the guidelines in CVSA's Operational Policy 13.

5. MDPS/MHSP has adopted a Public Notice of Compliance with Title VI Program Rights that informs the public of the department's Title VI program assurances and responsibilities. This public notice is posted for public access at this link:

   Public Notice.pdf (ms.gov)
   https://www.driverservicebureau.dps.ms.gov/sites/default/files/2022-08/Public%20Notice.pdf

2.9.8.2 POLICY (Continued)

6. MDPS/MHSP provides Title VI program-related training to personnel conducting traffic enforcement, compliance reviews, and safety audit activities, including adherence to the FMCSA Enforcement Memorandum regarding ELP versus LEP (MC-ECE-2016-006).

7. MDPS/MHSP ensures that all programs and activities are operated in a nondiscriminatory manner. Complaints received from members of the public (including drivers) will be addressed according to the Complaint Disposition Process section of the MOPS Title VI Program Compliance Plan.

8. As part of the DPS Title VI Program Compliance Plan internal monitoring programs, CMV enforcement, including commercial vehicle inspections, will be reviewed annually to ensure compliance with Title VI Program requirements, provide any needed technical assistance in the implementation of Title VI Program requirements, and correct any deficiencies found to exist.

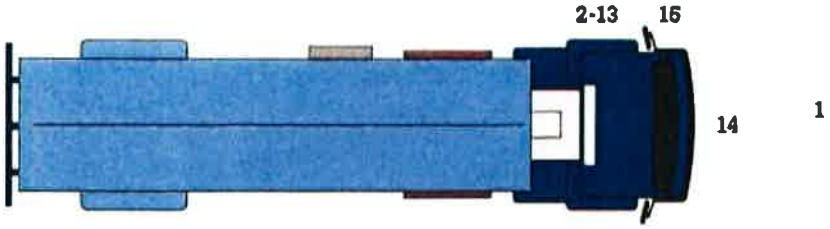
BY ORDER OF THE COMMISSIONER
EFFECTIVE: June 30, 2023

BY: _____
SEAN J. TINDELL, COMMISSIONER

Inspection Procedure

North American Standard Level I

For Levels II, III, IV and V, omit steps that do not apply.
For more detailed information, see the procedures contained in the CVSA Operations Manual.



1 Choose the Inspection Site

- Select a safe location. It should be paved, level, away from yet visible to traffic and able to support the weight of the vehicle.
- Avoid hills, curves, soft shoulders and construction sites.

2 Approach the Vehicle

- Observe the driver.
- Adhere to inspector safety policies.
- Be alert for leaks and unsecured cargo.

3 Greet and Prepare the Driver

- Identify yourself.
- Ensure the driver understands and is able to respond to inquiries and directions.
- Place chock blocks on the driver's side.
- Explain the inspection procedure.
- Ensure engine is off.
- Check the seat belt usage and condition.
- Observe the driver's overall condition for illness, fatigue or other signs of impairment.
- Check for illegal presence of alcohol, drugs, weapons or other contraband.

4 Interview the Driver

- Ask the driver for starting location, final destination, load description, time traveled, most recent stop and fueling location(s).
- Ask the driver what other jobs he/she has worked in the past week.

5 Collect the Driver's Documents

- Collect Medical Examiner's Certificate and Skill Performance Evaluation (SPE) Certificate (if applicable).
- Collect driver's license or commercial driver's license (CDL) and record of duty status.
- Collect shipping papers.
- Collect periodic inspection certificates, CVIP.
- Collect bills of lading, receipts, other documents used to verify record of duty status and trip envelope.

6 Check for the Presence of Hazardous Materials/Dangerous Goods

- Check shipping papers, markings, labels and placards.
- Check for any leaking material or unsecured cargo.

7 Identify the Carrier

- Identify the carrier by using vehicle identification, vehicle registration, insurance, operating authority and driver interview.

8 Examine Driver's License or CDL

- Check the driver's license or CDL expiration date, class, endorsements, restrictions and status.

9 Check Medical Examiner's Certificate and SPE Certificate (If Applicable)

- Check certificate(s) date (may be valid for up to 24 months).
- Check corrective lens requirement.
- Check hearing aid requirement.
- Check physical limitations.

Note: The medical qualifications may be contained in the driver's license. Proper class indicates adequate medical requirements.

10 Check Record of Duty Status

- Verify hours of service.
- If driver claims to be exempt, check that driver meets all criteria for said exemption(s).
- Check accuracy of record.

11 Review Driver's Daily Vehicle Inspection Report (If Applicable)

- Review the required vehicle inspection report to verify that listed safety defects have been repaired.

12 Review Periodic Inspection Report(s)

- Ensure vehicle has passed the required inspection and has the required documents and decals.

13 Prepare Driver for Vehicle Inspection

- Explain the vehicle inspection procedure.
- Advise the driver of the use of hand signals.
- Check the chock blocks, have the driver put the vehicle transmission in neutral, release all the brakes, ensure the air pressure is at maximum, turn engine off and ensure the key is in the "on" position.
- Instruct the driver to remain at the controls.
- Inspect the driver's seat.

14 Inspect Front of Tractor

- Check headlamps, turn signals (do not use four-way flashers to check turn signals) and all other required lamps for improper color, operation, mounting and visibility.
- Check windshield wipers and washers for proper operation.
- Check the function of the horn.

15 Inspect Left Front Side of Tractor

- Check front wheel, rim, hub and tire.

over

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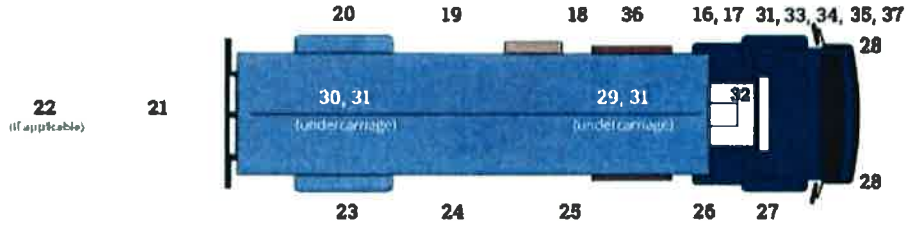

16 Inspect Left Saddle Tank Area

- Check fuel tank area.
- Check exhaust system.

17 Inspect Trailer Front

- Check air and electrical lines.
- Check driveline/driveshaft.

18 Inspect Left Rear Tractor Area

Caution: Never place yourself between tires of tandem axles.

- Check wheels, rims, hubs and tires.
- Check the lower, upper and slider components of the fifth wheel assembly.
- Check all required lamps.

19 Inspect Left Side of Trailer

- Check frame and body.
- Check condition of hoses.
- Check van and open-top trailer bodies.
- Check cargo securement.

20 Inspect Left Rear Trailer Wheels

- Check wheels, rims, hubs and tires.
- Check sliding tandem.

21 Inspect Rear of Trailer

- Check tail, stop, turn signals, all other required lights and lamps/flags on projecting loads.
- Check external ABS malfunction lamp.
- Check cargo securement.
- Inspect the rear impact guard (if applicable).

22 Inspect Double, Triple and Full Trailers

- Check safety devices on full trailers/ converter dollies.
- Check the safety devices (chains/wire rope) for improper repairs or missing components.
- Inspect pintle hook, eye and drawbar for cracks, excessive movement and improper repairs.

23 Inspect Right Rear Trailer Wheels

- Check as in step 20.

24 Inspect Right Side of Trailer

- Check as in step 19.

25 Inspect Right Rear Tractor Area

- Check as in step 18.

26 Inspect Right Saddle Tank Area

- Check as in step 16.

27 Inspect Right Front Side of Tractor

- Check as in step 15.

28 Inspect Steering Axle(s)

Note: Inform the driver that you are going under the vehicle. Enter the undercarriage in view of the driver - at front of power unit, rear of power unit and in front of trailer axle(s).

- Check both sides of the steering system, front suspension and front brake components.
- Check the front axle and frame components.
- Mark pushrods on both sides (if applicable).

29 Inspect Axles 2 and/or 3

- Check driveline/driveshaft.
- Check frame components.
- Check the suspension and brake components on both sides.
- Identify the size and type of the brake chambers and mark pushrods on both sides (if applicable).

30 Inspect Axles 4 and/or 5

- Same as step 29.

31 Prepare the Vehicle and Check Brake Adjustment

- Ensure air pressure is 90-100 psi (620-690 kPa).
- Have driver fully apply brakes and hold.
- Measure and record the pushrod travel and ensure brake lining to drum contact.
- Listen for air leaks.

32 Inspect Tractor Protection System

Note: This procedure tests both the tractor protection system and the emergency brakes.

- Ensure the emergency brakes are still released and have the driver disconnect both brake lines.
- Ensure the air stops leaking from the supply line.
- Have the driver give a full brake application.
- Listen for air leaks.
- Have the driver reconnect the lines.

33 Inspect Required Brake System Warning Devices

- Inspect the dash panel with the key in the "on" position for the function of the ABS malfunction lamp(s) (if applicable).
- Ensure that the low air pressure warning device activates with the key "on" and the driver pumping the foot valve to exhaust air.

34 Test Air Loss Rate

- With the engine running, the spring brakes released and the air pressure between 80-90 psi (551-620 kPa), have the driver apply the service brakes.
- Air pressure should maintain or build.

35 Check Steering Wheel Lash

- With the engine running, measure steering wheel lash while wheels are straight.

36 Check Fifth Wheel Movement

Caution: If conducted improperly, this method of checking for fifth wheel movement can result in serious damage to the vehicle. Use caution and instruct the driver carefully.

- Remove the chock blocks and have the driver apply the spring brakes on the trailer.
- Check for excessive movement.
- Ensure the spring brakes are operational on the trailer.

37 Complete the Inspection

- Complete documentation.
- Conclude with driver.
- Follow correct and current out-of-service procedures (if applicable).
- Issue CVSA decal(s) (if applicable).

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Inspection Procedure

North American Standard Hazardous Materials/Dangerous Goods

For more detailed information, see the procedures contained in the CVSA Operations Manual

1 Initiate the Inspection

- As the vehicle is approached for inspection, follow all safety precautions.
- Do a complete walk-around of the vehicle and check for placards, leaks and general vehicle condition.
- Shipping papers and emergency response information must be within the driver's immediate reach when restrained by the lap belt and visible to the person entering the vehicle, or in a holder mounted on the inside of the driver's door.

2 Check the Shipping Paper(s) for Compliance

- The presence of hazardous materials/dangerous goods (HM/DG) on the shipping paper that also contains non-hazardous freight must be one of the following:
  - Entered first (and under the DG heading for Canada only)
  - Entered in contrasting color
  - Identified with an "X" in the HM/DG column
  - Identified by an "RQ" in the HM column, if a reportable quantity of a hazardous substance identified in Appendix A is being transported (U.S. only)
- Shipments of hazardous waste that are required to be manifested must be accompanied by a Hazardous Waste Manifest. The manifest may meet the requirements of the shipping paper.
- Verify compliance of the proper shipping name.
- Check 172.101, Appendix A, to see if the material is a hazardous substance. Hazardous substances are regulated by all modes. (U.S. only)
- Check 172.101, Appendix B, to see if the material is a marine pollutant. Only bulk packages containing marine pollutants are subject to the regulations when transported by highway. Refer to 171.4 for marine pollutant exceptions. (U.S. only)
- Refer to 172.101 Table, Column 1, for the presence of a symbol when determining which entry to use for the proper shipping name. (U.S. only)
- Verify that the hazard class/division entered on the shipping paper corresponds with the proper shipping name and subsidiary hazards in parentheses.
- Verify that the identification (ID) number and packing group entered on the shipping paper correspond with the proper shipping name.
- Verify that the total quantity and unit of measure is entered on the shipping paper.
- Verify that the number and type of packages are entered on the shipping paper.
- Verify that the HM/DG basic description appears on the shipping paper in the proper sequence:
  - ID number
  - Proper shipping name
  - Hazard class/division
  - Packing group, if applicable
- Always refer to special provisions when inspecting a shipping paper and check for additional entries that may be applicable to the shipment.
- Recognize when exceptions to the shipping paper requirement apply.
- Verify that the emergency response telephone number is entered on the shipping paper in the proper manner.
- Verify that the words "24 hour number" or an abbreviation of those words, followed by the phone number, are entered on the shipping paper in the proper manner. (Canada only)
- Verify that the emergency response information, as appropriate, accompanies the shipment. (U.S. only)
- Verify that the Emergency Response Assistance Plan (ERAP) number and activation telephone number are entered on the shipping paper. (Canada only)
- Verify that the consignor certification and name of the individual who made the certification are entered on the shipping paper. (Canada only)

3 Check for Placarding Compliance

- Check for exceptions that may apply to the placarding requirements for the HM/DG shipment.
- Placarding of Table 1 materials is required for any quantity.
- Placarding of Table 2 materials is required for 1,001 lbs. (454 kg.) or more.
- When HM/DG is offered for transportation in bulk packaging/large means of containment, appropriate placards must be displayed, unless specific conditions have been met.
- Verify the proper display of any required subsidiary hazard placards.
- Verify that placards meet general specifications.
- Verify the required placards are displayed and meet visibility requirements on a transport vehicle.

4 Check Marking Compliance

- Use the shipping papers to determine the HM/DG being transported and the quantity of HM/DG. Determine if the shipment is a bulk or non-bulk shipment.
- Verify display of the ID number(s) on bulk packages/large means of containment in one of the three acceptable manners: placards, orange panels or plain white square on point displays.
- Check transport vehicle for display of ID numbers when transporting large quantities of a single HM/DG in non-bulk packages/small means of containment.
- If no ID number is displayed on a bulk package/large means of containment, verify if this is appropriate for the shipment using the prohibited display and special provision sections.
- Verify additional marking requirements that apply to portable tanks, cargo tanks and multi-unit tank car tanks.
- Verify that markings on packages conform to set size standards and specifications.
- Verify that packages are marked on at least one side or end of the package, as required.
- Determine if the package is subject to a U.S. DOT special permit requiring that it be marked with "DOT-SP" followed by the applicable permit number.
- If the shipment is being transported as per a Transport Canada (TC) equivalency certificate, the shipment must be compliant with the equivalency certificate's conditions and the Transportation of Dangerous Goods (TDG) Regulations.

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- Verify that required basic markings are on all non-bulk packages/small means of containment.
- When the shipping papers reveal the following HM/DG, check for additional marking requirements that may apply:
  - PIH materials
  - Hazardous substances
  - Orientation arrows
  - ORM-D
  - Explosive package requirements
  - Toxic/Poison package markings
  - Infectious substances
  - Radioactive material
  - Marine pollutant
  - Limited quantity
- Verify that the location of the marking is appropriate.

5 Check Labeling Compliance

- Begin inspection of labeling compliance with the shipping papers in hand, using the shipping papers to determine the HM/DG being transported.
- Observe labels (if any) that are present on the package. When labels are specified for the package but are not present on the package, check for exceptions to labeling requirements that may apply.
- Verify that labels are properly located on the package. Check for multiple and duplicate labeling, as appropriate.
- Verify that the required label specifications are met for all displayed labels.

6 Check Packaging Compliance

- Use the shipping papers to determine the HM/DG being transported. Refer to special provisions that may apply to packaging regulations for that material.
- Identify the type of packaging used and determine if the packaging is appropriate for the HM/DG it contains, and is not leaking.
- Determine if a U.S. DOT exception applies to the packaging. (U.S. only)

7 Check Loading Compliance

- Observe the general securement of the HM/DG being transported. Verify the packages are in compliance with the blocking, bracing and securement requirements of the regulations.
- Verify segregation, separation and compatibility for the HM/DG being transported.
- Determine if more stringent regulations apply for the subsidiary hazard of the HM. (U.S. only)

Hazardous Materials of Trade Checklist

ITEM	Y	N	NA
Class/Division Limits [173.6(a)]			
Division 2.1			
Division 2.2			
Division 2.2, ASME ≤ 70 gallons			
Class 3			
Division 4.1			
Division 4.3, PG II or III, ≤ 1 oz.			
Division 5.1			
Division 5.2			
Division 6.1			
Division 6.2, not Category A infectious substances (see other limits)			
Class 8			
Class 9			
ORM-D			
3, 4.1, 5.1, 5.2, 6.1, 8, 9, ORM-D Non-Bulk Limits			
PG I ≤ 1 lb. solid / 1 pint liquid			
PG II / III / ORM-D ≤ 66 lbs.			
Class 9 Bulk Limits			
400 gallons ≤ 2 percent concentration			
Div 6.2 Limits [173.6(a)(4)]			
Diagnostic / Biological package limits			
Regulated medical waste limits			
Self-Reactive or TIH / PIH or Hazardous Waste			
Self-Reactive / TIH / HW not eligible for MOT			

RATE LIMIT	Y	N	NA
Packaging [173.6(b)]			
Leak tight / Sift proof / Securely closed			
Secured against movement / Protected			
Original package or equivalent			
Single package secured in cage, box, bin, compartment			
Gasoline [173.6(b)(4)]			
Plastic or metal (no glass)			
Plastic (UL/FM) 1 quart or less per 29 CFR 1910.106(d)(2)			
Metal (UL/FM) 5 gallons or less per 29 1910.106(d)(2)			
Safety can 5 gallons or less per 29 CFR 1926.152			
UN specification container 8 gallons or less			
Cylinders [173.6(b)(5)]			
Division 2.1 or 2.2			
Outer packaging not required			
Valves tightly closed			
Hazard Communication [173.6(c)]			
Common name or PSN marking			
RQ, if applicable			
Bulk Class 9 ID number marking			
Cylinder marking/labeling			
Driver Requirements			
Driver informed of HM / RQ			
Driver informed of 173.6 requirements			
Aggregate Volume Limit			
Aggregate gross weight ≤ 440 lbs			
Class 9 Tank ≤ 400 gallons			

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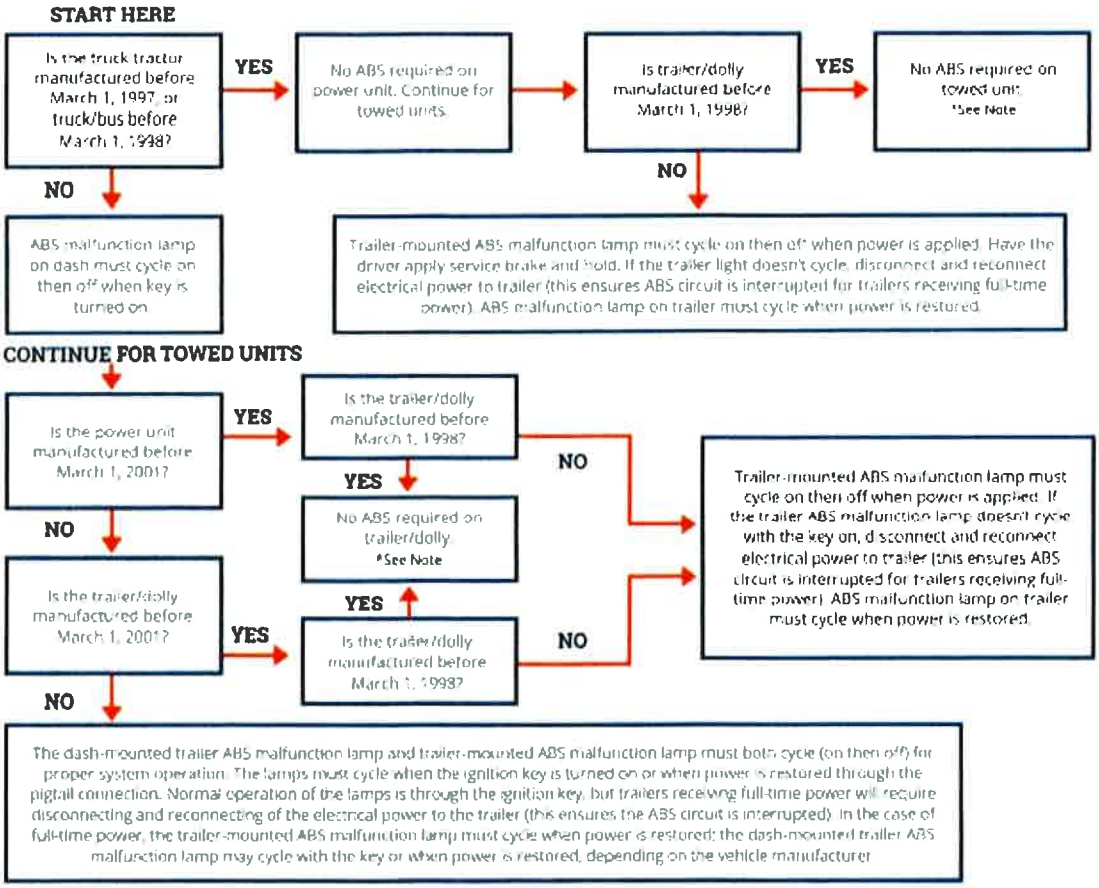
Inspection Procedure

Antilock Brake System (ABS) - U.S. Field Reference

Performing antilock brake system (ABS) inspections, whether on a single unit or combination vehicle, requires determining applicability of regulations using the date(s) of vehicle manufacture, powering the ABS system off and on, and confirming whether the ABS malfunction lamps show violations. Additional steps are included for inspection of vehicles requiring ABS that are in combination with vehicles not requiring ABS, as well as trailers towed by power units that provide full-time power to trailers. The flowchart below summarizes the regulatory applicability, including effective dates, and the procedures for inspecting ABS on all vehicles and combinations in the United States. When required ABS malfunction lamps do not function or remain on, please refer to the 2013-02 - Antilock Brake System (ABS) Inspections Inspection Bulletin for additional information on how to record and assign violations.



*NOTE: If multiple units are being towed, any unit that is required to have ABS and is towed behind a vehicle manufactured before March 1, 1998, or a vehicle exempt from ABS requirements must have functional ABS (unit ABS malfunction lamp cycles on then off) upon service brake application.

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Inspection Procedure

North American Standard Performance-Based Brake Testing

Introduction

Research and experience have shown that performance based brake testers (PBBTs) are effective enforcement tools. PBBTs are capable of assessing brakes in a complementary manner to visual inspection methods by providing a direct and objective measure of a vehicle's braking performance. Additionally, PBBTs are able to check brakes that are otherwise difficult to inspect visually, such as those with low ground clearance and those that do not have exposed pushrods (e.g., air disc brakes, wedge brakes, hydraulic brakes, electric brakes, etc.). This document sets guidelines for general operational procedures in the use of roller dynamometer type brake testers (either portable or at a fixed facility) for roadside enforcement. Flat plate style testers also exist but none are used in roadside enforcement applications. There are also specific procedural aspects unique to each PBBT manufacturer's system, including set up, user interface and printing the standard PBBT test report.

General Operating Guidelines

These general procedures should be followed before, during and after testing.

Before Testing Each Day

1. Deploy the tester if it is a mobile unit. Pay particular attention to the safety and usability of the location. Refer to the PBBT manufacturer's operation manual if in doubt as to the suitability of a location.
2. Inspect and, as necessary, clean any debris, oil or other contaminants from the test surface.
3. Have auxiliary ramps and scales on hand, if available, for testing unusual axle configurations.
4. Clear the tester of any vehicle. This will ensure that a calibration check (zero offset) is conducted properly.
5. Power up the tester.
6. Perform a calibration check (zero offset) on the unit. For most PBBTs, this is an automatic part of the power-up process.

   NOTE: Do not place vehicles out of service if a successful calibration check cannot be achieved.
7. Check for the next calibration due date.

   NOTE: Do not place vehicles out of service if using a PBBT with a past due calibration date. Also, as of May 2016, CVSA requires all PBBTs used to place vehicles out of service to be utilizing integrated, dynamic axle weights in overall braking efficiency calculations.
8. Conduct inspections only with a qualified PBBT inspector.

During Testing

1 Greet the driver and obtain driver and vehicle documentation

2 Enter unique vehicle identifier into the PBBT software

- This would typically be a license plate number. Also, enter the inspector ID number.

3 Briefly explain the purpose of the test and describe what will be expected of the driver during the test

4 Visually check for under-inflated tires

- If tire air pressure is too low, as defined by the North American Standard Out-of-Service Criteria, have driver inflate tires to correct pressure. If not possible, the test is invalid and take the appropriate out-of-service action for flat tires.

5 Verify that the reservoir air pressure is 90-100 psi (620-690 kPa) prior to testing each axle

6 Check the vehicle for locked inter-axle differential or other potential exceptions (as provided by PBBT manufacturer). General guidelines are as follows

For roller testers exceptions include (See Appendix A for details):

- Spread-axle tandems
- Four-spring suspension tandems
- Kwik-Loc add-on axles

7 Position vehicle relative to the tester

- Position axle on the tester.
- Make sure vehicle's tires are not rubbing on tester body.
- When testing the steering axle, advise the driver to hold the steering wheel straight to avoid the vehicle moving sideways on the rollers.

Compensate for exceptions using techniques described in appropriate appendix.

8 Perform the test

- Advise driver to place vehicle in neutral and release all brakes.

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- Ensure the vehicle has settled into the rollers and is not rocking.
- Have the driver open his/her door to observe the treadle valve application.
- Start the test.
- After rolling resistance measurement is completed, instruct the driver to very gradually apply brakes to full brake application.
- Axle test is complete when maximum brake force is achieved or test stops automatically due to lock-up.

9 Observe test closely while in progress. Stop and/or retest if:

- Driver is not applying brakes gradually and fully.
- Tests are conducted improperly, such as pumping, non-steady or erratic application of brakes.
- Vehicle shifts during testing, possibly coming in contact with tester frame.
- Vehicle is moving off roller surfaces.
- There are worn parts, loose components or unsecured loads that may become dangerous during the test process.

10 After each axle test:

- Review the results.
- If an individual axle shows brake force over axle load (BF/AL) less than 43.5 percent, retest the axle to ensure proper test.
- Instruct the driver to move the vehicle to the next axle.
- Verify reservoir gauge air pressure is 90-100 psi (620-690 kPa) prior to starting the rollers for the axle.

11 After completion of all axles:

- Review the pass or fail results/criteria according to the applicable federal, state, provincial or territorial laws and refer to the North American Standard Out-of- Service Criteria for appropriate out-of-service action.
- Present and review results with driver.

12 If the vehicle passes:

- Continue with remainder of the inspection.
- Document the PBBT results and complete the required inspection paperwork.

13 If the vehicle fails:

- Complete the inspection.
- Document the PBBT results and complete the required inspection paperwork.
- Follow correct and current out-of service procedures.
- As a courtesy, provide driver with fault tree list of defects for finding problem(s) (e.g., TMC RP 649).

Appendix A – Supplement to Standard Test Procedure for Surface Mount and Mobile Roller Brake Testers

In any roller dynamometer PBBT, some weight shift between the axle being tested and other axles is expected. For this reason, it is essential that a PBBT with integrated, dynamic weight measurement be used for enforcement. However, special considerations apply when testing some vehicle and axle configurations due to the possibility of more significant, undesirable weight shift. The resulting effect is some axles may weigh light and others heavy. A heavy axle will allow additional brake force (if available) to be measured while a light axle may limit the brake force being measured to that allowed by the coefficient of friction between the tires and the test surface.

The phenomenon is more pronounced with above-ground PBBTs, but has also been observed with in-ground roller testers.

In all cases, some "ballpark" observations must be made by the inspector to determine whether the axle appears unusually light (<10,000 lbs. for a steer axle or <3,000 lbs. for an unladen non-steer axle) or unusually heavy (>14,000 lbs. for a steer axle or >20,000 lbs. for a laden tandem axle or >22,000 lbs. for a single laden non-steer axle). These checks can be performed with portable scales, if available.

In most cases, use of leveling ramps will mitigate the variation in weight per axle. In some cases, remotely measured axle weight can be used as a secondary check.

Special consideration should be given to:

- Spread axle tandems
- Four-spring suspension tandems
- Kwik-Loc add-on axles

The following recommendation is provided:

Recommendation for Spread Axles:

If the PBBT-measured gross vehicle weight (GVW) exceeds the gross vehicle weight rating (GVWR) by more than 10 percent because an untested axle becomes unsupported, portable ramps and platforms must be positioned by the inspector to support the untested axle; thus alleviating the extra weight component (Figure 1C).

- Axle weights can be confirmed using either a platform scale or a set of portable scales. They can also be used for computation of brake force to gross vehicle weight (BF/GVW).

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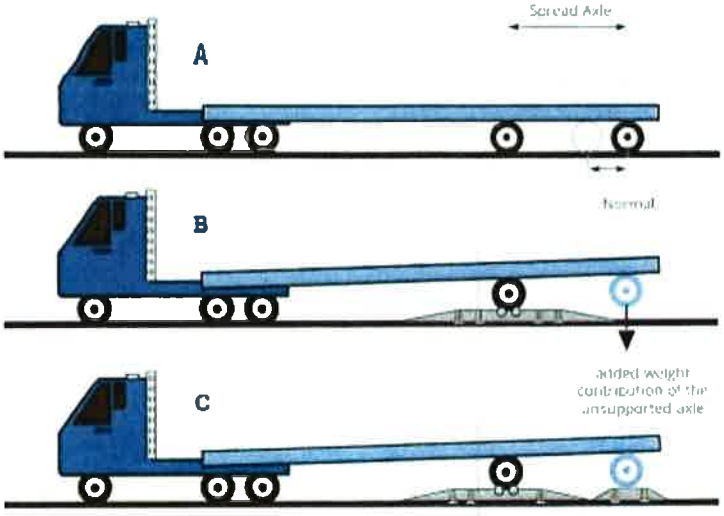

Figure 1. Illustration of (A) Spread axle tandem, (B) Additional weight due to unsupported axle when testing lead axle on above-ground PBBT and (C) Use of additional ramps and platforms

Recommendation for four-spring suspensions

In the case of four-spring suspensions on above ground PBBTs, the untested axle of the tandem set must be level with the test axle. There must be a sufficiently wide level section such that the adjacent axle is not resting on the sloping portion of the ramps (Figure 2)

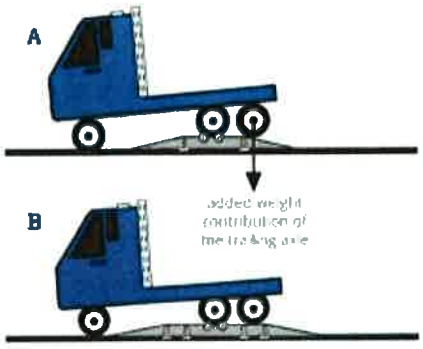

Figure 2. Illustration of (A) Four-spring tandem suspension leads to unequal weight distribution and adds weight to leading axle for some PBBTs. (B) Use of platforms which are level with the PBBT test bed minimizes this problem

Recommendation for Kwik-Loc Axles

The procedure to be used for Kwik-Loc axles (Figure 3) is illustrated in Figure 4. This procedure should be incorporated into the standard test procedures.

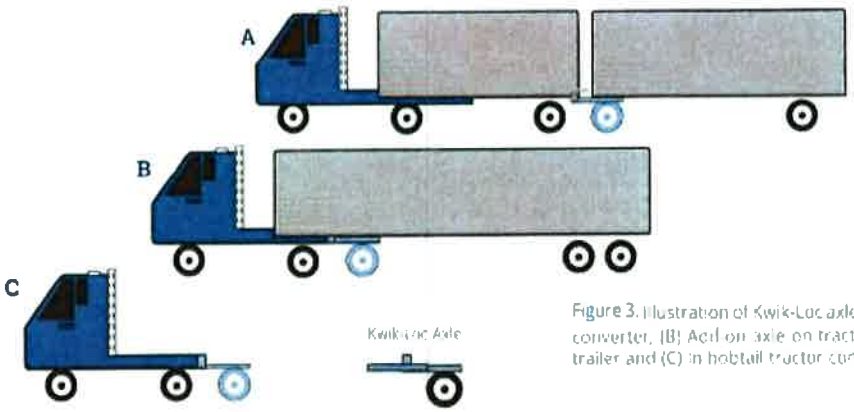

Figure 3. Illustration of Kwik-Loc axle as: (A) Dolly converter, (B) Add-on axle on tractor for semi-trailer and (C) in bobtail tractor configuration

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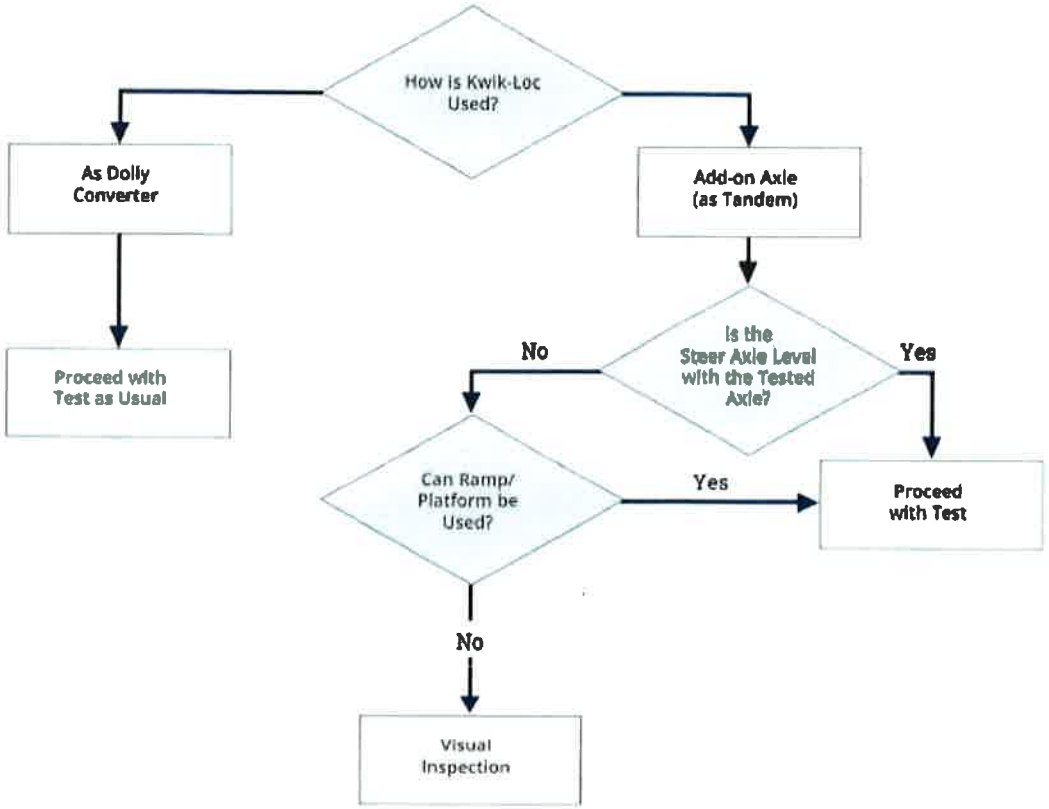

Figure 4. Flow chart for PBBT assessment of Kwik-Loc axles.

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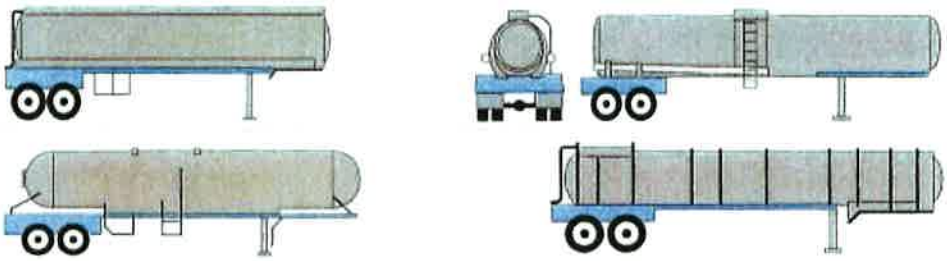
Inspection Procedure

North American Standard Cargo Tank and Other Bulk Packagings

For more detailed information, see the procedures contained in the CVSA Operations Manual



1 Initiate the Inspection

- As the vehicle is approached for inspection, follow all safety precautions.
- Do a complete walk-around of the vehicle and check for placards, leaks and general vehicle condition.
- Shipping papers and emergency response information must be within the driver's immediate reach when restrained by the lap belt and visible to the person entering the vehicle, or in a holder mounted on the inside of the driver's door.

Check the Shipping Paper(s) for Compliance

- The presence of hazardous materials/dangerous goods (HM/DG) on the shipping paper that also contains non-hazardous freight must be one of the following:
  - Entered first (and under the DG heading for Canada only)
  - Entered in contrasting color
  - Identified with an "X" in the HM/DG column
  - Identified by an "RQ" in the HM column, if a reportable quantity of a hazardous substance identified in Appendix A is being transported (U.S. only)
- Shipments of hazardous waste that are required to be manifested must be accompanied by a Hazardous Waste Manifest. The manifest may meet the requirements of the shipping paper.
- Verify compliance of the proper shipping name.
- Check 172.101, Appendix A, to see if the material is a hazardous substance. Hazardous substances are regulated by all modes. (U.S. only)
- Check 172.101, Appendix B, to see if the material is a marine pollutant. Only bulk packages containing marine pollutants are subject to the regulations when transported by highway. Refer to 171.4 for marine pollutants. (U.S. only)
- Refer to the 172.101 Table, Column 1, for the presence of a symbol when determining which entry to use for the proper shipping name. (U.S. only)
- Verify that the hazard class/division entered on the shipping paper corresponds with the proper shipping name and subsidiary hazards in parentheses.
- Verify that the identification (ID) number and packing group entered on the shipping paper correspond with the proper shipping name.
- Verify that the total quantity and unit of measure is entered on the shipping paper.
- Verify that the number and type of packages are entered on the shipping paper.
- Verify that the HM/DG basic description appears on the shipping paper in the proper sequence:
  - ID number
  - Proper shipping name
  - Hazard class/division
  - Packing group, if applicable
- Always refer to special provisions when inspecting a shipping paper and check for additional entries that may be applicable to the shipment.
- Recognize when exceptions to the shipping paper requirement apply.
- Verify that the emergency response telephone number is entered on the shipping paper in the proper manner.
- Verify that the words "24 hour number" or an abbreviation of those words, followed by the phone number, are entered on the shipping paper in the proper manner. (Canada only)
- Verify that the emergency response information, as appropriate, accompanies the shipment. (U.S. only)
- Verify that the Emergency Response Assistance Plan (ERAP) number and activation telephone number are entered on the shipping paper. (Canada only)
- Verify that the consignor certification and name of the individual who made the certification are entered on the shipping paper. (Canada only)

Check for Placarding Compliance

- Check for exceptions that may apply to the placarding requirements for the HM/DG shipment.
- Placarding is required for any quantity of a HM/DG in a bulk package/large means of containment.
- When HM/DG is offered for transportation in bulk packaging/large means of containment, appropriate placards must be displayed, unless specific conditions have been met.
- Verify the proper display of any required subsidiary hazard placards.
- Verify that placards meet general specifications.
- Verify the required placards are displayed and meet visibility requirements on a transport vehicle.

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Check Marking Compliance

- Use the shipping papers to determine the HM/DG being transported and the quantity of HM/DG.
- Verify display of the ID number(s) on the bulk package/large means of containment in one of the three acceptable manners: placards, orange panels or plain white square on point displays.
- If no ID number is displayed on a bulk package/large means of containment, verify if this is appropriate for that shipment using the prohibited display and special provision sections.
- Verify additional marking requirements that apply to portable tanks, cargo tanks and multi-unit tank car tanks.
- Verify that markings on the package conform to set size standards and specifications.
- Determine if the package is subject to a U.S. DOT special permit requiring that it be marked with "DOT-SP" followed by the special permit number.
- If the shipment is being transported as per a Transport Canada (TC) equivalency certificate, the shipment must be compliant with the equivalency certificate's conditions and the Transportation of Dangerous Goods (TDG) Regulations.
- When the shipping papers reveal the following HM/DG, check for additional marking requirements that may apply:
  - PIH materials
  - Elevated temperature materials
  - Marine pollutants
  - Infectious substances
  - Petroleum sour crude oil
- Verify that the location of the marking is appropriate.

Check Labeling Compliance

- Begin inspection of labeling compliance with the shipping papers in hand, using the shipping papers to determine the HM/DG being transported.
- Observe labels (if any) that are present on the package. When labels are specified for the package but are not present, check for exceptions to labeling requirements that may apply.
- Verify that labels are properly located on the package. Check for multiple and duplicate labeling, as appropriate.
- Verify that the required label specifications are met for all displayed labels.

Check Packaging Compliance

- Use the shipping papers to determine the HM/DG being transported. Refer to special provisions that may apply to packaging regulations for that material.
- Identify the type of packaging used and determine if the packaging is appropriate for the HM/DG it contains, and is not leaking.
- Determine if a U.S. DOT exception applies to the packaging. (U.S. only)

Check Loading Compliance

- Observe the general securement of the HM/DG being transported. Verify compliance with the blocking and bracing requirements of cargo.
- Verify segregation, separation and compatibility for the HM/DG being transported.
- Determine if more stringent regulations apply for the subsidiary hazard of the HM. (U.S. only)

Package Authorization

- Verify that the bulk package/large means of containment is authorized under regulations for the product being transported, including any testing or inspection standards.

2 Check for Specification Marking

- Examine package for specification marking, attachment, location of specification marking and other required information.

3 Inspect Test Date Markings

- Verify test date markings on bulk packages/large means of containment for:
  - Location
  - Size
  - Legibility and durability
  - Appropriate test date for package

4 Inspect Securement and Integrity

- Inspect the bulk package/large means of containment for proper securement and integrity, including supports, anchoring and ring stiffeners (if applicable).

Note: If the cargo tank is constructed with external ring stiffeners with an air space, check to see that a drainage hole has been provided and is open.

5 Inspect Double Bulkhead Drains

- Void spaces in double bulkheads are required to be vented and must be equipped with drainage which must be operative at all times.

Caution: If bottom drain is plugged, do not remove.

6 Inspect Piping and Protection

- Check for shear sections, sacrificial devices or suitable guards, when applicable.
- Check for minimum road clearance, when applicable.
- Ensure that piping is free of leaks.

7 Inspect Emergency Flow Control Devices

- Inspect internal valves and other closures, as applicable. Requirements for valves may differ depending upon specification and commodity.
- Inspect emergency flow control devices including:
  - Remote control devices and required markings
  - Automatic heat-actuated devices
  - One-way or excessive flow valves
- Inspect inlet/outlet markings (if applicable).

Caution: Do not open valves or closures.

8 Inspect Rear End Protection

- Inspect rear end protection and rear bumper.

9 Check Optional Inspection Items

- The following inspection items are located on the top of cargo tanks and inspection of these items will be dependent upon the operating policies of individual agencies:
  - Manhole assemblies
  - Pressure relief devices
  - Overturn protection

10 Apply CVSA Decal

- When a U.S. DOT/TC specification cargo tank inspection is completed in conjunction with the North American Standard Level I and/or Level V inspection, CVSA decals shall not be issued to U.S. DOT/TC specification cargo tank vehicles found to have violations of the following:
  - Retest requirements
  - Cargo tank authorization (Does not include specification shortages)
  - Manhole covers
  - Internal valves
  - Discharge valves
  - Cargo tank integrity
  - Supports and anchoring
  - Double bulkhead drains
  - Ring stiffeners
  - Rear end protection
  - Emergency flow control
  - Piping and protection
  - Overturn Protection
  - Venting
- CVSA decal(s) shall only be applied to U.S. DOT/TC specification cargo tanks by CVSA-certified cargo tank inspectors.
- The location for a CVSA decal on a cargo tank semi-trailer shall be at eye-level near the right front of the cargo tank and on the lower right corner of the exterior surface of the passenger's windshield of a straight truck.

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Inspection Procedure

North American Standard Passenger Carrier Vehicle

For Levels II and V, omit steps that do not apply.
For more detailed information, see the procedures contained in the CVSA Operations Manual

1

Jurisdictions should adopt safety procedures based on the number of inspectors present. Multiple inspectors are recommended when using inspection ramps. Steps are marked with "Team Leader" for use during a two or three-person inspection. The team leader should determine at what step to position the passenger carrier vehicle over the inspection pit or on inspection ramps. If an inspection pit is used, ignore references to inspection ramps. When conducting a North American Standard (NAS) Level V Vehicle-Only Inspection, begin with step 10. When conducting a NAS Level II Walk-Around Driver/Vehicle Inspection, omit steps 16 through 18. Ignore the areas referring to passengers when none are present.

1 Inspection Preparation (Team Leader)

- Select vehicle and direct it to the inspection location.
- Gather preliminary information from the vehicle for the inspection report, including the license plate number and state/province/territory and country, company name as shown on the vehicle, company number, appropriate USDOT, PUC/PSC identifiers, etc., and the time the inspection began. Verify the company operator, not the tour company or leasing company.

Note: Communication is paramount between the inspector(s) and the driver.

2 Greet and Prepare the Driver and Passengers (Team Leader)

- Identify yourself.
- Explain the inspection procedure.
- Ensure engine is off.
- Check driver's seat, and seat belt usage and condition.
- Observe the driver's overall condition for illness, fatigue or other signs of impairment.
- Check for illegal presence of alcohol, drugs, radar detector, weapons or other contraband.
- If passengers are present, explain the purpose of the inspection and how it will be conducted.

3 Collect the Driver's Documents (Team Leader)

- Collect commercial driver's license (CDL) and record of duty status.
- Collect Medical Examiner's Certificate and Skill Performance Evaluation (SPE) Certificate (if applicable).
- Collect periodic inspection certificates, CVIP.
- Collect supporting documents: bills of lading, receipts, other documents used to verify record of duty status, trip information, tour itinerary, trip envelope and charter order.

4 Interview the Driver (Team Leader)

- Ask the driver for starting location, final destination, load description, time traveled, most recent stop and fueling location(s).
- Ask the driver what other jobs he/she has worked in the past week.
- Check for presence of hazardous materials/dangerous goods.

5 Identify the Carrier (Team Leader)

- Identify the carrier by using vehicle identification, vehicle registration, insurance and driver interview.
- Check interline agreements/operating authority.

6 Examine CDL (Team Leader)

- Check the expiration date, class, endorsements, restrictions and status.

7 Check Medical Examiner's Certificate and SPE Certificate (If Applicable) (Team Leader)

- Check certificate(s) date, which may be valid for up to 24 months.
- Check corrective lens requirement.
- Check hearing aid requirement.
- Check physical limitations.

Note: The medical qualifications may be contained in the driver's license. Proper pass indicates adequate medical requirements.

8 Check Record of Duty Status (Team Leader)

- Verify hours of service.
- Check accuracy of record.

9 Review Vehicle Inspection Reports (Team Leader)

- Check driver's daily vehicle inspection report (if applicable).
- Review the vehicle inspection report to verify that listed safety defects have been certified as corrected.

over

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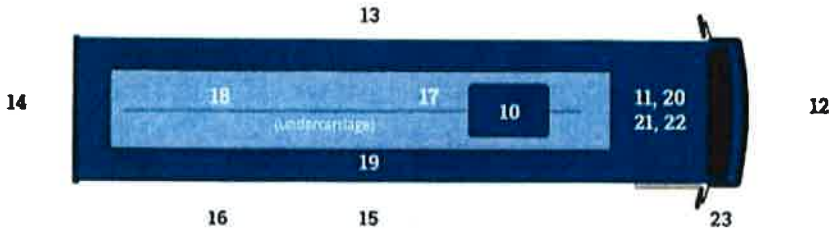

- Check for driver's signature on previous driver vehicle inspection reports (if applicable).
- Ensure vehicle has passed the required periodic inspection and has the required document and decal.
- Review periodic inspection report.

10 Check Passenger Area (Team Leader)

- Check windows, emergency doors and emergency exits.
- Check for fire extinguisher.
- Check seats and floor and look for unacceptable items being used for temporary seating.
- Ensure the aisle is clear of obstructions.

11 Check Driver's Compartment (Team Leader)

- Check driver's seat and seat belt, low air pressure warning device, ABS malfunction lamp, and steering wheel lash and column.
- Inspect the brake pedal (valve and treadle assembly).

12 Inspect Front Outside of Vehicle (Other Inspector(s))

- Check headlamps, turn signals, emergency flashers, windshield, windshield wipers, suspension and brake components.
- Inspect bumper and spare tire.

13 Inspect Left Side of Vehicle (Other Inspector(s))

- Check wheels, rims, hubs and tires.
- Check fuel cap(s) (if applicable).
- Check battery compartment (if applicable).
- Check for body damage.
- Check cargo bays and reflective warning devices.
- Check for presence of hazardous materials/dangerous goods.

14 Inspect Rear of Vehicle (Other Inspector(s))

- Check exhaust system.
- Check tail, stop and turn signals, four-way flashers and all other required lamps for improper color, operation, mounting and visibility.
- Check engine compartment for belts, fluid leaks and frame integrity.
- Check wiring and electrical systems.

15 Inspect Right Side of Vehicle (Other Inspector(s))

- Check wheels, rims, hubs, tires, fuel caps and exterior condition as described in step 13.

16 Place Inspection Ramps (All Inspector(s))

- Place ramps either in front of or behind the wheels, as appropriate.
- Direct the driver to drive carefully up the ramps and stop at the top. Insert chock blocks at the front and rear of the right drive wheels. Instruct the driver to release the brakes and turn off the engine.
- Ensure air pressure is at maximum.

17 Inspect the Front Undercarriage (Other Inspector(s))

- Check the steering system, front suspension, front brakes and frame.

18 Inspect the Rear Undercarriage (Other Inspector(s))

- Check rear suspension, rear brakes, frame, fuel tank, tag axle and driveline/driveshaft.

19 Check for the Presence of Hazardous Materials/Dangerous Goods (All Inspector(s))

- Commercial motor vehicles carrying passengers or transporting hazardous materials/dangerous goods are subject to the same regulations as a truck, plus additional requirements and restrictions.

20 Check Air Loss Rate (Team Leader)

- When an air leak is discovered, conduct an air loss rate test.
- With the parking brakes released, the governor cut in, the reservoir pressure between 80-90 psi (551-620 kPa) and the engine at idle, have the driver apply the service brakes and hold.
- Ensure the air pressure maintains or builds upon application and release.

21 Complete the Inspection (Team Leader)

- Complete all paperwork.
- Check the North American Standard Out-of-Service Criteria (OOSC) to determine if the driver or vehicle is out of service.
- Return documents to driver.
- Explain violations to driver.

22 Take Appropriate Enforcement Action (Team Leader)

- Refer to the OOSC when placing the vehicle or driver out of service.
- Inform the driver of the reason(s) for the out-of-service action.
- Inform passengers of the necessary action and arrangements.
- Re-inspect repaired vehicle.

23 Apply CVSA Decal (Team Leader)

- If the vehicle passes inspection, apply a CVSA decal on the glass portion (window) of the passenger door as close to inspector's eye-level as possible.

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Pilot Program Plan for Mobile LPR DOT Number Reader for Mississippi DPS

1. Define the Objectives

The objective of this pilot program is to evaluate the potential of a mobile License Plate Recognition (LPR) system as a DOT (Department of Transportation) number reader to improve Mississippi DPS's roadside enforcement capabilities. The current out-of-service catch rate stands at 67%, and the pilot aims to significantly improve this rate by expanding screening capabilities with the deployment of mobile e-screening sites across the state.

Purpose:

Test the effectiveness of LPR technology in increasing the catch rate for out-of-service vehicles through mobile deployment, simulating existing smart roadside systems but in a more flexible, scalable mobile version.

Primary Goals:

Increase the catch rate for out-of-service vehicles beyond 67%, targeting a catch rate increase to at least 85% or higher.

Test LPR technology for mobile application as a DOT number reader, similar to the fixed-scale and weigh-in-motion (WIM) systems already deployed at Mississippi's weigh stations.

Evaluate scalability and potential to expand the technology to 125 mobile e-screen sites across the state.

Assess the accuracy, speed, and reliability of the LPR system under real-world conditions.

Key Performance Indicators (KPIs):

Catch Rate Improvement (target: 85% or higher).

Recognition Accuracy: LPR system's ability to accurately read DOT numbers (target: 95%+ accuracy).

System Uptime and Reliability: Assess how reliable the system is in varied weather conditions, locations, and traffic volumes.

Officer Efficiency: Evaluate how well officers can integrate the technology into their workflow and its impact on operational efficiency.

Feedback from Stakeholders: Collect feedback from officers and system users for usability improvements and functionality adjustments.

2. Identify the Scope

The scope of the pilot will focus on evaluating the LPR system's mobile application, the potential for scalability, and the ability to integrate with existing Mississippi DPS infrastructure. The pilot will involve multiple vendors and is designed to be manageable in size and duration while providing sufficient data for decision-making.

Target Group:

Mississippi DPS Personnel: Officers and staff involved in roadside enforcement and system management.

Vendors: Multiple LPR technology vendors will be tested to compare system performance.

Timeline:

Phase 1 (Preparation and Vendor Selection): 1 month

Vendor selection, procurement, and setup.

Site preparations and logistical planning for the mobile units.

Phase 2 (Pilot Testing): 4 months

Field deployment at multiple locations across Mississippi.

Data collection, troubleshooting, and system adjustments.

Phase 3 (Post-Pilot Review): 1 month

Data analysis, stakeholder feedback collection, and final evaluation.

Geography/Scale:

Initial Test Sites: 10 sites strategically placed across the state.

Mobile Deployment: Focus on mobile LPR systems in patrol cars or trucks for on-the-road screenings.

Expansion Potential: Up to 125 mobile e-screening sites statewide if the pilot is successful.

Resources Needed:

Personnel: DPS officers, IT team for integration, field staff for monitoring.

Technology: LPR cameras, mobile systems (hardware and software), integration with existing databases (e.g., registration, enforcement systems).

Budget: Funding for the procurement of LPR systems, mobile hardware installation, and ongoing support during the pilot phase.

3. Develop a Detailed Plan for Implementation

The following tasks will guide the setup and execution of the pilot, ensuring clear responsibilities, timelines, and milestones.

Team Responsibilities:

Project Manager: Oversee coordination of the pilot, including vendor management, logistics, and evaluation.

Vendor Liaison: Coordinate with selected LPR vendors to ensure system functionality and performance tracking.

Field Operations Team: Officers responsible for conducting mobile screening with the new LPR systems.

IT Team: Ensure proper integration of the LPR systems with existing Mississippi DPS technology infrastructure.

Tasks and Milestones:

Month 1: Preparation Phase

Select LPR vendors and review system capabilities (3-4 vendors).

Procure and install LPR systems on mobile units (patrol vehicles, trucks).

Setup integration with existing Mississippi DPS systems (data dashboards, enforcement databases).

Train officers on LPR system usage and maintenance.

Months 2-5: Testing Phase

Deploy LPR systems at 5-10 initial mobile test sites.

Collect data on vehicle identification, DOT number reading accuracy, and system uptime.

Monitor performance daily, identifying issues like misreads, downtime, or integration problems.

Mid-pilot review after 2 months to assess progress and adjust as necessary (e.g., additional training, system updates).

Month 6: Evaluation Phase

Expand deployment to additional mobile units, if performance is satisfactory.

Collect final data on catch rate, system performance, and user feedback.

Evaluate success based on KPIs and determine whether the system is ready for wider implementation.

4. Develop Metrics and Evaluation Strategy

The evaluation of the pilot will be data-driven, with a focus on both qualitative feedback from users and quantitative system performance metrics.

Pre-pilot Benchmarking:

Gather baseline data for the current catch rate (67%) and operational parameters (e.g., average number of vehicles processed per day, average response time, etc.).

Performance Metrics:

Catch Rate: Track how many out-of-service vehicles are identified and flagged by the LPR system during mobile deployments.

DOT Number Recognition Accuracy: Measure how accurate the LPR system is in reading DOT numbers compared to manual data entry or existing systems.

System Downtime and Uptime: Track the reliability of the LPR system, including any technical failures or malfunctions.

Operational Efficiency: Measure the time required to process each vehicle, including manual intervention required by officers.

User Feedback: Collect feedback from officers using the system to evaluate its ease of use, integration with workflow, and overall effectiveness.

Post-Pilot Analysis:

Compare data collected from the pilot with baseline metrics.

Evaluate improvements in catch rate and the overall effectiveness of the mobile LPR system.

Identify challenges encountered during deployment (technical, operational, or logistical) and determine solutions.

Assess scalability of the LPR system for potential statewide deployment.

5. Pilot Execution

The actual implementation will focus on ensuring smooth deployment and gathering actionable data.

Launch Communication:

Announce pilot to all relevant stakeholders, including DPS personnel, vendors, and external partners.

Communicate clear expectations and timelines to everyone involved in the pilot.

Onboarding & Training:

DPS Officer Training: Conduct comprehensive training for officers on how to operate mobile LPR units, how to review flagged vehicles, and how to address potential system errors.

Technical Support: Provide ongoing technical support to ensure quick resolution of any system-related issues.

Monitoring Progress:

Real-time tracking: Ensure the system is tracking vehicle data and DOT numbers accurately.

Mid-Pilot Check-In: Review system performance after 2 months to identify potential improvements or issues, and adjust the plan if necessary.

6. Post-Pilot Review

After the pilot has concluded, the data collected will be analyzed and a report will be generated to inform decision-making.

Gather Data:

Collect final performance data, including catch rates, accuracy rates, uptime, and operational metrics.

Gather feedback from DPS officers and any other personnel involved in the pilot.

Analyze Results:

Measure improvements in catch rate, aiming for a target increase to 85% or higher.

Identify key challenges encountered during the pilot phase, and make recommendations for addressing them before statewide deployment.

7. Reporting and Recommendations

Create Final Report:

Document the findings of the pilot program, including quantitative metrics and qualitative feedback.

Provide clear recommendations for moving forward, such as whether to proceed with full implementation or make adjustments to the system.

Presentation to Stakeholders:

Present the pilot results to Mississippi DPS leadership, vendors, and other stakeholders to inform next steps.

Discuss the feasibility of scaling the system to 125 mobile e-screening sites across the state.

8. Follow-Up Actions

Scaling Plan:

If the pilot is successful, create a roadmap for the expansion of the LPR system to additional mobile units and sites, including funding, logistics, and timeline.

Ongoing Monitoring:

Set up continuous monitoring and regular system updates as the program scales to ensure sustained performance and catch rate improvements.

Conclusion:

This pilot program for the mobile LPR DOT number reader is designed to significantly improve Mississippi DPS's ability to identify and flag out-of-service vehicles, improving the overall safety and efficiency of roadside enforcement. By testing various LPR vendors, evaluating system performance in the field, and analyzing feedback from DPS officers, this pilot aims to make the case for deploying up to 125 mobile e-screening sites statewide, thereby increasing the catch rate and enhancing the state's enforcement capabilities.

Title 27: Personnel

Part 210: PERS, Regulations for Retirement Plans Administered by the Board of Trustees

Chapter 60: Contribution Rates

100 Purpose

This regulation reflects the current employee and employer contribution rates for the Public Employees' Retirement System of Mississippi, the Supplemental Legislative Retirement Plan, the Mississippi Highway Safety Patrol Retirement System, and the Optional Retirement Program for Employees of the State Institutions of Higher Learning.

101 Contribution Rates for the Public Employees' Retirement System of Mississippi

Pursuant to Miss. Code Ann. § 25-11-123 (1972, as amended), the employee and employer contribution rates are as follows:

1. Employee Contribution Rate - 9.00 percent of earned compensation effective July 1, 2010; and
2. Employer Contribution Rate - 17.90 percent of earned compensation effective July 1, 2024.

102 Contribution Rates for the Supplemental Legislative Retirement Plan

Pursuant to Miss. Code Ann. § 25-11-307 (1972, as amended), the Board of Trustees is authorized to set the employer contribution rate on the basis of the liabilities of the plan as shown by the actuarial valuation.

The employee and employer contribution rates are as follows:

1. Employee Contribution Rate – 3.00 percent of earned compensation effective July 1, 1989; and
2. Employer Contribution Rate – 8.40 percent of earned compensation effective July 1, 2024.

103 Contribution Rates for the Mississippi Highway Safety Patrol Retirement System

Pursuant to Miss. Code Ann. § 25-13-7 (1972, as amended), the Board of Trustees of the Public Employees' Retirement System is authorized to set the employee contribution rate on the basis of the liabilities of the plan as shown by the actuarial valuation. Pursuant to Miss. Code Ann. § 25-13-29 (1972, as amended), the administrative board of the Mississippi Highway Safety Patrol Retirement System is authorized to set biennially the employer contribution percentage rate on the basis of the liabilities of the retirement system as shown by the actuarial valuation.

The employee and employer contribution rates are as follows:

1. Employee Contribution Rate – 7.25 percent of earned compensation effective July 1, 2008; and

2. Employer Contribution Rate – 49.08 percent of earned compensation effective July 1, 2018.

Pursuant to Miss. Code Ann. § 63-15-71 (1972, as amended), the Legislature has levied an additional fee for each certified abstract of operating record furnished by the Motor Vehicle Commission. This fee is deposited into the Mississippi Highway Safety Patrol Retirement System for application to the unfunded accrued liability.

Pursuant to Miss. Code Ann. § 63-1-46 (1972, as amended), the Legislature has levied a fee for the reinstatement of an individual's suspended driver's license and has provided that a portion of that fee shall be paid to PERS to provide additional funding for the Mississippi Highway Safety Patrol Retirement System.

104 Contribution rates for the Optional Retirement Program for Employees of the State Institutions of Higher Learning

1. Pursuant to Miss. Code Ann. § 25-11-411 (1972, as amended), each participant is required to contribute monthly to the optional retirement program the same amount that he or she would be required to contribute to the Public Employees' Retirement System of Mississippi if he or she were a member of that plan.

   Each employer of a participant in the optional retirement program shall contribute on behalf of each participant therein the same amount the employer would otherwise be required to contribute on behalf of such participant if he or she participated in the Public Employees' Retirement System.

   The employee and employer contribution rates are as follows:
   a. Employee Contribution Rate - 9.00 percent of earned compensation effective July 1, 2010; and
   b. Employer Contribution Rate - 17.90 percent of earned compensation effective July 1, 2024.

2. Pursuant to Miss. Code Ann. § 25-11-415 (1972, as amended) the Board of Trustees is authorized to deduct not more than two percent (2%) of the employers' contribution to defray the cost of administering the plan. Effective July 1, 2009, this administrative fee shall be one percent (1%) of the employers' total contribution which shall be transferred each month to PERS when contributions are due.
3. The full amount of the employee contribution which is 9.00 percent of the participant's earned compensation shall be remitted to the appropriate company or companies for application to the participant's contract or account or both.
4. The employers' contribution of seventeen and nine tenths percent (17.90%) of the participant's earned compensation shall be disbursed as follows:
   a. One percent (1%) of the employer contributions (or the equivalent of 0.179 percent of the participant's earned compensation) shall be paid to PERS as an administrative fee.
   b. Two and one-half percent (2.5%) of the participant's earned compensation reduced by the pro-rata share of the 1% administrative fee, or an equivalent of

2.475 percent of the participant's earned compensation, shall be remitted to PERS for application to the unfunded accrued liability.

c. Fifteen and four tenths percent (15.40) of the participant's earned compensation reduced by the pro-rata share of the 1% administrative fee, or an equivalent of 15.246 percent of the participant's earned compensation, shall be remitted to the appropriate company or companies for application to the participant's contract or account or both.

(History of PERS Board Regulation 60: Adopted effective January 19, 2009; amended effective July 1, 2009; amended effective July 1, 2010; amended effective July 1, 2011; amended effective July 1, 2012; amended effective July 1, 2013; amended effective February 1, 2014; amended effective July 1, 2018; amended effective July 1, 2019; amended effective July 1, 2024)

STATE AND SCHOOL EMPLOYEES' HEALTH INSURANCE PLAN
MONTHLY PREMIUM RATES
Effective January 1, 2024

Legacy - Initially hired before 1/1/2006

Horizon - Initially hired on or after 1/1/2006

	LEGACY EMPLOYEES				HORIZON EMPLOYEES			
	BASE		SELECT		BASE		SELECT	
ACTIVE EMPLOYEE	TOTAL PREMIUM	EMPLOYEE PORTION	TOTAL PREMIUM	EMPLOYEE PORTION	TOTAL PREMIUM	EMPLOYEE PORTION	TOTAL PREMIUM	EMPLOYEE PORTION
Employee*	$459	$0	$479	$20	$459	$0	$507	$48
Employee + Spouse	$961	$502	$1,050	$591	$961	$502	$1,078	$619
Employee + Spouse & Child(ren)	$1,223	$764	$1,313	$854	$1,223	$764	$1,341	$882
Employee + Child	$589	$130	$680	$221	$589	$130	$708	$249
Employee + Children	$792	$333	$881	$422	$792	$333	$909	$450

*The State pays 100% of the employee's premium for Base Coverage. Active employees enrolling in Select Coverage must pay a portion of the employee premium.

	LEGACY RETIREES		HORIZON RETIREES	
RETIRED EMPLOYEE - NON-MEDICARE ELIGIBLE	BASE	SELECT	BASE	SELECT
Retiree	$527	$550	$842	$872
Retiree + Spouse (Non-Medicare)	$1,105	$1,207	$1,688	$1,798
Retiree + Spouse & Child(ren) (Non-Medicare)	$1,406	$1,509	$1,887	$1,998
Retiree + Child	$677	$751	$992	$1,073
Retiree + Children	$909	$952	$1,224	$1,274
Retiree + Spouse (Medicare)	N/A	$774	N/A	$1,096
Retiree + Spouse & Child(ren) (One or more Medicare)	N/A	$975	N/A	$1,297
RETIRED EMPLOYEE - MEDICARE ELIGIBLE	BASE	SELECT	BASE	SELECT
Retiree	N/A	$224	N/A	$224
Retiree + Spouse (Non-Medicare)	N/A	$881	N/A	$1,150
Retiree + Spouse & Child(ren) (Non-Medicare)	N/A	$1,183	N/A	$1,350
Retiree + Child	N/A	$425	N/A	$425
Retiree + Children	N/A	$626	N/A	$626
Retiree + Spouse (Medicare)	N/A	$448	N/A	$448
Retiree + Spouse & Child(ren) (One or more Medicare)	N/A	$649	N/A	$649

	LEGACY		HORIZON	
COBRA	BASE	SELECT	BASE	SELECT
Participant	$468	$488	$468	$517
Participant + Spouse	$980	$1,071	$980	$1,099
Participant + Spouse & Child(ren)	$1,247	$1,339	$1,247	$1,367
Participant + Child	$600	$693	$600	$722
Participant + Children	$807	$898	$807	$927
COBRA DISABILITY EXTENSION	BASE	SELECT	BASE	SELECT
Participant	$688	$718	$688	$760
Participant + Spouse	$1,441	$1,575	$1,441	$1,617
Participant + Spouse & Child(ren)	$1,834	$1,969	$1,834	$2,011
Participant + Child	$883	$1,020	$883	$1,062
Participant + Children	$1,188	$1,321	$1,188	$1,363

STATE OF MISSISSIPPI
TATE REEVES, GOVERNOR
DEPARTMENT OF PUBLIC SAFETY
SEAN J. TINDELL, COMMISSIONER

Mississippi Department of Public Safety Approved Civilian and Non-Civilian Fringe Rates

Federal Motor Carrier Safety Administration
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Civilian	
FICA	6.20%
MCARE	1.45%
RETIREMENT	17.90%
HEALTH/LIFE	11.30%
	(Health $459.00)

Non-Civilian	
FICA	6.20%
MCARE	1.45%
RETIREMENT	49.08%
HEALTH/LIFE	11.30%
	(Health $459.00)

Craig Greer CG
Grants Administration
Dept. of Finance
MS Dept. of Public Safety