

eCVSP

NORTHERN MARIANA ISLANDS

Commercial Vehicle Safety Plan

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

**Fiscal Years 2023 - 2025
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 2023 - 2025)
- Part 2: Crash Reduction and National Program Elements (FY 2023 - 2025)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2023 - 2025)
- Part 4: Financial Information (FY 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 mission of the Commonwealth of the Northern Mariana Islands (CNMI) Department of Public Safety (DPS) is to provide the highest quality of public safety services in order to enhance community safety, protect life and property, and reduce crime and the fear of crime. Collaboratively, we pledge to ensure public safety, develop a strong partnership with the community, lead the community's commitment to resolve problems and improve the quality of life in the Commonwealth. We strive to join with our community to secure the highest quality of living by providing responsive, cost effective, and innovative government services.

The overall goal of the CNMI Motor Carrier Safety Assistance Program (MCSAP) is to maintain a zero fatality rate through 2024, by sustaining the safe transportation of passengers and goods on our highways. Through coordinated efforts with State and Industry Organizations, we aim to maintain the reduction of fatalities, injuries, property damages, and Hazardous Material incidents.

FY2025 Update:

The overall goal of the CNMI Commercial Vehicle Enforcement Section (CVES) formerly known as Motor Carrier Safety Assistance Program (MCSAP) is to maintain a zero fatality rate through 2025, by sustaining the safe transportation of passengers and goods on our highways. Through coordinated efforts with State and Industry Organizations, we aim to maintain the reduction of fatalities, injuries, property damages, and Hazardous Material incidents.

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
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

The CNMI Commercial Vehicle Enforcement Section (CVES) is one of several specialized units under the Department of Public Safety (DPS). DPS is overseen by a Commissioner and the CVES program is lead by an Assistant Chief of Police, serving as the Commander. The program comprises of two components, Enforcement and Financial. The Enforcement component of the program is responsible for all enforcement related activities such as Roadside Inspections, Traffic Enforcement activities, Compliance Review, Public Education and Outreach activities. The Financial component is responsible for all the administrative affairs of the program.

Update for FY2025:

The CVES personnel consist of: Federally funded positions are One (1) Assistant Chief of Police, one (1) Police Lieutenant, one (1) Police Sergeant and one (1) Program Manager. Two (2) Police Officer II, four (4) Police Officer I that are funded through the Departments local funds. Currently, there are five (5) certified NASI inspectors conducting levels I, II,III, & V inspections under the program, the remaining personnel are pending to get certified in NASI Part A & B. The program plans on sending personnel to certify in NSAI, GHM, CT, OBP & PCVI courses.

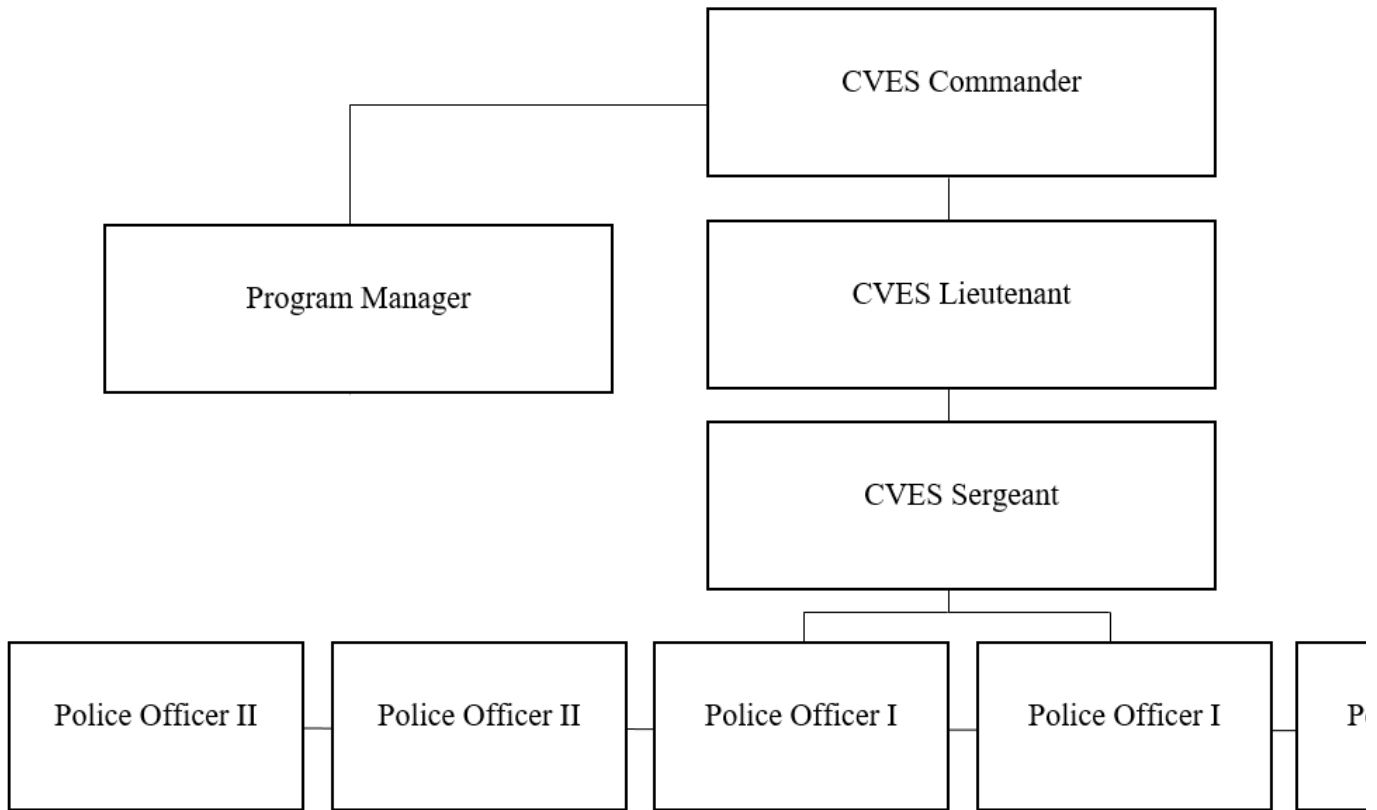
The DPS Commissioner, the DPS Director of Police, and the DPS Director of Administrative & General Services are funded through local funds aswell.

The DPS Commisionner approves all working and operational schedules, purchases needed to continue our day to day tasks and all matters pertaining to the CVES program.

The Director of Police will be working hand in hand with the CVES Commander in creating schedules involving personnel and operations. The Director of Police will also disseminate memorandums pertaining to the CVES program.

The Director of Administrative and General Services will collaborate closely with the program manager to guarantee the proper maintenance and accountability of the program's financial and physical resource.

The Program Manager would be accountable for the program's CVSP plan, Performance Progress Report (PPR), Federal Financial Report (FFR), and other financial responsibilities pertaining to the CVES program.



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:	CNMI DEPT OF PUBLIC SAFETY
Enter total number of personnel participating in MCSAP activities	10
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	9
Traffic Enforcement Activities	9
Investigations*	0
Public Education and Awareness	8
Data Collection and Reporting	9
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	NOT APPLICABLE
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 2023 - 2025 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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

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

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

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

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

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

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

Part 2 Section 2 - CMV Crash Reduction

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 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 2017 - 2021

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	1	0	1
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
01/01/2017	12/31/2017	0	0	0

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:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
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
01/01/2017	12/31/2017	0	0	0

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			
01/01/2021	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
01/01/2017	12/31/2017	0	0	0

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

Data Source: DPS Crash Records System. Data Capture Date: September 14, 2022

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

The CNMI has maintained a zero fatality rate for ALL CMV Crashes, Motorcoach/Passenger Crashes, and HM Crashes Involving HM Release/Spill since 2022. This outcome is a result of enforcement and educational activities performed by enforcement personnel. The Program remains committed in maintaining this rate by continuing similar efforts, and by providing its personnel with skills and training opportunities available in relation to Commercial Vehicle Safety.

The Program considers the great danger that the transportation of hazardous materials poses, which is why it will continue with its exceptional efforts to maintain a zero fatality rate. This rate is a result of thorough inspections, educational activities thorough formal presentations, and simple encounters on the highway.

Narrative Overview for FY 2023 - 2025

Instructions:

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

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

The State remains committed at maintaining a zero fatality rate for the CNMI.

FY2025 Update:

The program aims to reduce crashes, fatalities, and injuries involving commercial motor vehicles (CMVs) through a targeted approach that emphasizes both enforcement and education. The CVES Commander will plan monthly enforcement operations in areas identified through traffic flow analysis, recorded violations, and historical CMV crash data. Locations are prioritized based on crash frequency, severity, and the types of violations typically observed. This focused approach ensures efficient resource allocation to enhance safety and reduce collision risks. During these activities, CMV operators will receive education on safe driving practices, regulations, and the consequences of violations, which may include distributing educational materials or conducting briefings. Additionally, the program will engage with local communities to raise awareness about CMV safety and the importance of compliance, helping to foster a culture of safety.

Enter the data source and capture date:

Data Source: DPS Crash Records System. Data Capture Date: September 14, 2022

Projected Goal for FY 2023 - 2025:

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

Fiscal Year	Annual Crash Reduction Goals
2023	0
2024	0
2025	0

The goal for FY 2025 is to maintain a zero fatality rate in the CNMI.

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

100% dedicated time on Driver/Vehicle Inspections, Traffic Enforcement activities and Public Education & Awareness activities throughout Fiscal Year 2025.

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.

Certified personnel will monitor progress by using a chart tool to track the number of inspections and outreach methods used by each inspector. The Program remains committed in maintaining a zero fatality rate by continuing similar efforts, and by providing its personnel with skills and training opportunities that are available in relation to CMV crashes.

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 2023 - 2025. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Note: In completing 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 2017 - 2021

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	481	767	851	464	547
Level 2: Walk-Around	202	229	143	231	99
Level 3: Driver-Only	116	79	97	63	42
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	57	24	65	7	8
Level 6: Radioactive Materials	0	0	0	0	0
Total	856	1099	1156	765	696

Narrative Overview for FY 2023 - 2025

Overview:

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

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

CNMI MCSAP enforcement personnel operates Monday to Friday. The program provides three marked police vehicles to be used by the certified inspectors for enforcement activities. Each inspector has been issued a Toughbook Laptop to enter necessary information regarding inspections into the ASPEN application. Inspectors are provided a monthly schedule on what enforcement activities to perform each day. Enforcement activities consist of Random inspections, Strike Force operations, Traffic Enforcements, and Terminal Inspections (Level V). At the end of each day, inspectors return to the MCSAP headquarters and turn in copies of Driver/Vehicle Inspection reports and download inspections performed for the day from ASPEN to SAFETYNET. Update for FY2024: If a CMV is put out of service, critical items such as brakes, defective steering systems, worn out tires, faulty lighting systems, and etc, were found to be have a safety violation and pose a safety hazard. The CMV would be given an OOS sticker and the companies that own the CMV's are required to undergo repairs before resuming usage. The Driver/Vehicle inspection form must be signed by the mechanic who repaired the CMV and a company representative must attest that the OOS violations have been repaired. The company must submit a signed copy of the Driver/Vehicle inspection form to the MCSAP headquarters within 15 days of the inspection date. If a USDOT number is provided by the CMV at the time of the inspection, inspectors will run the USDOT number through the ASPEN Program. If it is found to be an OOS Carrier, the inspector will follow the standard procedure for an OOS carrier. In addition, the program is in the process of transitioning from ASPEN to SAFESPEC which the program will utilize for conducting inspections. FMCSA expects to fully launch the use of SAFESPEC in January 2024.

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.

The Program continues to believe that random inspections and education are the foundation of the MCSAP based on data from traffic reports and traffic studies from past years. The Program aims to continue its efforts in maintaining a zero fatality rate by maximizing its personnel with the knowledge and skills needed to perform in the field. To ensure commercial motor vehicles comply with safety regulations, personnel will perform regular inspections (Level I, II, III) during normal working hours as well as off-peak hours at various locations on Saipan. Inspections will include random inspections, off-peak inspections, and covert operations involving non-hazmat, hazmat, and passenger vehicles. Off-peak inspections and covert operations hours are not within the normal working hours of enforcement personnel and overtime (OT) is necessary in accomplishing this goal.

The Program currently has six (6) personnel assigned to the enforcement component; two (2) are certified in NAS. Additionally, the program intends to increase the number of inspectors in NSA A&B, PVI and HM.

UPDATE FY2024:

The program currently consists of nine (9) personnel assigned to the MCSAP Program. There are two (2) certified NASI Level 1 inspectors. The program aims to increase the number of inspectors to certify in NASI, PCVI and GHM.

Program is currently planning to increase its enforcement activities at the CNMI's main Sea Port on the island of Saipan, where ninety percent (90%) of all goods arrive. The program intends to coordinate with the United States Coast Guard and the CNMI Division of Customs & Biosecurity to establish a Tri-Interagency Strike Force operation to be held at the main Sea Port. The Tri-Interagency Strike Force operation is where agencies are stationed at various locations throughout the Sea Port for CMV's to travel through and be inspected by each agency.

The program also intends to incorporate the DPS K9 Enforcement Section to have its K9 handlers accompanied by their dogs at strike force operations, so that the K9 Handlers can run their dogs to sniff out for narcotics and persons that maybe hidden in the containers.

Additionally, if inspectors detect signs of narcotics or persons being stored and/or transported by the CMV's the K9 Handlers can be summoned to the inspection site to perform a K9 run.

The program will continuously look into trainings in the near future to address the issues such as Drug Interdiction Apprehension Program (ADIP) and other Department of Transportation (DOT) trainings regarding Human Trafficking/Smuggling and Narcotics.

Due to the CNMI's physical and geological make up, which is an island chain consisting of fourteen (14) islands, Saipan, Tinian and Rota are the three (3) inhabited islands of the fourteen (14). Saipan serves as the Capitol of the CNMI, where the MCSAP headquarters located. Unfortunately, DPS doesn't have certified Motor Carrier inspectors stationed on the islands of Tinian and Rota. Due to that, two (2) certified inspectors from Saipan must fly to Tinian and Rota twice a year to conduct enforcement activities, such as Strike Force/Roadside Inspections, Terminal Inspections, Carrier/Driver presentations and community outreach/awareness presentations.

The MCSAP commander will monitor the Program's progress through quarterly Performance Progress Reports as well as activities, trainings and other program events that inspectors attend that will benefit the program.

UPDATE FY2025:

The program currently consists of nine (9) personnel assigned to the MCSAP Program. There are five (5) certified NASI Level 1 inspectors. The program aims to increase the number of inspectors to certify in GHM and OBP.

One (1) certified inspector from Saipan must fly to Tinian and Rota twice a year to conduct enforcement activities, such as Strike Force/Roadside Inspections, Terminal Inspections, Carrier/Driver presentations and community outreach/awareness presentations.

Projected Goals for FY 2023 - 2025

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2023 - 2025. For FY 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: CNMI DEPT OF PUBLIC SAFETY

Enter the total number of certified personnel in the Lead agency: 5

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	500	10	60	570	38.00%
Level 2: Walk-Around	200	10	150	360	24.00%
Level 3: Driver-Only	250	0	280	530	35.33%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	10	30	40	2.67%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	950	30	520	1500	

MCSAP subrecipient agency

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

Subrecipient is: NOT APPLICABLE

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:	
Enter the total number of inspections projected for FY 2025:	

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: CNMI DEPT OF PUBLIC SAFETY					
# certified personnel: 5					
Subrecipient Agencies: NOT APPLICABLE					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	500	10	60	570	38.00%
Level 2: Walk-Around	200	10	150	360	24.00%
Level 3: Driver-Only	250	0	280	530	35.33%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	10	30	40	2.67%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	950	30	520	1500	

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: DPS management is working on filling up the two vacant positions within the program. The program aims to send personnel to certify in the Passenger Vehicle Inspection Course and General HM to bring a total number of certified PVI inspectors to two (2) and HM to two (2). This will increase the program’s capacity to conduct the necessary inspections.

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 2024 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	1500	0	0	1500
Enter total number of certified personnel	6	0	0	6
Projected Goals for FY 2025 Roadside Inspections				
Enter total number of projected inspections	1500	0	0	1500
Enter total number of certified personnel	6	0	0	6

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.

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 2017 - 2021

Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2020	09/30/2021	8	8
10/01/2019	09/30/2020	24	24
10/01/2018	09/30/2019	4	4
10/01/2017	09/30/2018	9	9
10/01/2016	09/30/2017	5	5

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.

Traffic Enforcement data from fiscal years 2017 to 2021 are based on data gathered through our local SafetyNet system. Data Capture Date: September 8, 2022

Narrative Overview for FY 2023 - 2025

Instructions:

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

CVES personnel, in an effort to increase Traffic Enforcement activities with inspections, will conduct enforcement activities geared towards minimizing speeding concerns regarding all Commercial Motor Vehicles (CMVs). All Traffic Enforcement (TE) activities will be conducted upon CMV traffic stops and will be accompanied by an inspection. This effort will be focused primarily on increased speed monitoring on high traffic corridors, concentrating on vulnerable areas where speed citations were issued from the previous years as indicated in the data. In addition, efforts such as random speed checks, and off-peak enforcement will be conducted as a means to deter aggressive drivers as well as identifying drivers who are under the influence of illicit drugs and/or alcohol. CVES enforcement officers will be assigned to high traffic corridors as well as work zone areas for high visibility traffic enforcement during high peak traffic hours in order to alleviate any traffic accidents and aggressive driving. Systematically, CVES enforcement officers will also set up for speed enforcement and deterrence. Additional components for traffic enforcement include driver credentials, seat belt usage, and safe driver operations. Safe driver operations will consist of educating and citing CMV operators on texting while driving and/or cell phone usage.

All enforcement personnel assigned to CVES are certified in CNMI DPS standards to conduct traffic stops on all motor vehicles traveling in the CNMI. The Program is committed to boosting its efforts on Traffic Enforcement activities since the number of CMVs traveling on our highways are continuously increasing and CMVs are constantly moving on our highways.

These activities are to ensure that CMV operators are in compliance of the FMCSRs and FHMRs. These activities will be conducted during the evenings, early mornings, and weekends within high traffic corridors to ensure high level exposure and reach a wider population in these areas.

Projected Goals for FY 2023 - 2025

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

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

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	50	55	60
<input type="radio"/>	<input checked="" type="radio"/>	CMV Non-Inspection			
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV			
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	24	24	24

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.

To ensure effectiveness and consistency the program will use monthly reports and data from SAFETYNET.

FY2025 Update:

To ensure effectiveness and consistency the program will use monthly reports and data from SAFESPECT.

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	Not Active	No
PRISM		No

Available data sources:

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

Enter the agency name responsible for ITD in the State:

Enter the agency name responsible for PRISM in the State:

Narrative Overview for FY 2023 - 2025

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

The CNMI is exempt from the PRISM compliance date until such time as legislation, rulemaking, or a Territorial action requires compatibility with the PRISM program.

Program Activities for FY 2023 - 2025: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

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).

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-CMV’s that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2017 - 2021

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

Public Education and Outreach Activities	2017	2018	2019	2020	2021
Carrier Safety Talks			4	2	4
CMV Safety Belt Education and Outreach	37	35	12	7	13
State Trucking Association Meetings					
State-Sponsored Outreach Events	2	2			
Local Educational Safety Events	35	20	16	15	16
Teen Safety Events					

Narrative Overview for FY 2023 - 2025

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

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

The program has observed the effectiveness of public education and awareness as one the main focus for the program. Aside from inspections, the program has seen that public education and awarness activites plays a crucial role in maintaining a zero commercial motor vehicle fatal rate for the past year. Public education efforts have been aimed at increasing CMV operators’ and the general public’s awareness of proper road safety guidelines. Other efforts have also been implemented by extending the awareness to younger drivers by conducting presentations at various schools, community events, and departmental events. The CNMI CVES will purchase materials to promote national safety campaigns such as “No Zone”, “Be Ready Be Buckled”, and “Share the Road Safely”.

Educational and outreach activities will include carrier presentations and dissemination of outreach & educational materials during inspections and operations, and community activities. Also included will be newspaper ads, television ads, and/or radio spots for FY 2025. CVES will design and disseminate materials promoting road safety. These outreach & educational materials will include brochures, etc. to be used to promote safety events. CVES plans to maximize its outreach efforts by utilizing media outlets.

Projected Goals for FY 2023 - 2025

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

			Performance Goals		
Yes	No	Activity Type	FY 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	24	24	24
<input type="radio"/>	<input checked="" type="radio"/>	State Trucking Association Meetings			
<input type="radio"/>	<input checked="" type="radio"/>	State-Sponsored Outreach Events			
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	24	24	24
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events			

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

The program will schedule multiple enforcement activities, public education and outreach events throughout the fiscal year. The program will monitor these events by reporting the outcomes in the quarterly Performance Progress Reports.

The DPS Commissioner and/or Director of Police will approve all activities coordinated by CVES Commander. These activities will be displayed on a calendar for all CVES enforcement personnel to adhere to. All materials purchased will have an inventory sheet with personnel signing in and out to keep track of materials distributed. The Commander will also ensure all personnel adhere to the scheduled activities by the program's tracking tool (chart tool which keeps track of officers' activities throughout week) as well as local Safetynet reports. Outreach/educational activities will have a sign-in sheet for attendees to sign in which will keep count of participants. The program will report the outcome of these activities and materials, and personnel used to conduct such activities in the Performance Progress Reports as well as the local DPS monthly reports to ensure that program goals are met.

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

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

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

Specific goals and activities must be projected for the three fiscal year period (FYs 2023 - 2025).

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

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 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: Not Applicable

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.

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.

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

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

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

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

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		
	100% Federal Share	Total Estimated Funding
Total	\$465,429.00	\$465,429.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount)	\$69,814.00
MOE Baseline:	\$162,125.08

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):	\$69,814.00

Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal)	Federal Share	MOE
Assistant Chief of Police	1	100.0000	\$46,318.58	\$46,318.58	\$46,318.58	\$0.00
Police Lieutenant	1	100.0000	\$37,162.32	\$37,162.32	\$37,162.32	\$0.00
Police Sergeant	1	100.0000	\$33,696.52	\$33,696.52	\$33,696.52	\$0.00
Program Manager	1	100.0000	\$30,000.00	\$30,000.00	\$30,000.00	\$0.00
Police Officer II	1	0.0000	\$27,081.51	\$0.00	\$0.00	\$27,081.51
Police Officer II	1	0.0000	\$25,791.92	\$0.00	\$0.00	\$25,791.92
Police Officer 1	1	0.0000	\$21,219.07	\$0.00	\$0.00	\$21,219.07
Police Officer 1	1	0.0000	\$21,219.07	\$0.00	\$0.00	\$21,219.07
Police Officer 1	1	0.0000	\$21,219.07	\$0.00	\$0.00	\$21,219.07
Commissioner	1	0.0000	\$5,400.00	\$0.00	\$0.00	\$5,400.00
Director of Admin	1	0.0000	\$7,882.07	\$0.00	\$0.00	\$7,882.07
Director of Police	1	0.0000	\$7,882.07	\$0.00	\$0.00	\$7,882.07
Police Officer I	1	100.0000	\$22,807.20	\$22,807.20	\$22,807.20	\$0.00
Subtotal: Salary				\$169,984.62	\$169,984.62	\$137,694.78
Overtime Project Costs						
Police Chief	1	100.0000	\$8,685.30	\$8,685.30	\$8,685.30	\$0.00
Police Lieutenant	1	100.0000	\$6,481.80	\$6,481.80	\$6,481.80	\$0.00
Police Sergeant	1	100.0000	\$8,815.95	\$8,815.95	\$8,815.95	\$0.00
Police Officer I	1	100.0000	\$5,967.00	\$5,967.00	\$5,967.00	\$0.00
Subtotal: Overtime				\$29,950.05	\$29,950.05	\$0.00
TOTAL: Personnel				\$199,934.67	\$199,934.67	\$137,694.78
Accounting Method:	Accrual					

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

From previous CVSP(FY2024), all personnel assumed the 80-hour work week schedule. The program had transitioned back to an 86-hour work week schedule for Police Lieutenant, Police Sergeant, and Police Officer I. (Refer to MCSAP 86-hour work week schedule)

Over time expenses will arise during off-peak inspections, covert operations and training webinars/meetings. For the roles of Police Chief and Police Lieutenant, the over time rate is calculated at 1 to 1 times the hourly salary, with a maximum limit of 390 hours. As for the positions of Police Sergeant and Police officer I, the over time rate is computed at 1.5 times the hourly salary, with a maximum limit of 390 hours.

To fulfill the **MOE** for the fiscal year 2025, the CNMI DPS Commercial Vehicle Enforcement Section will allocate **five (5)** personnel to the program, and their salaries will be financed locally. Specifically, **Two (2)** Police Officer II position, and **three (3)** Police Officer I will be 100% committed to the program’s objectives. Additionally, a portion of 14% of the salaries of the Director of Administration and General Services and the Director of Police, as well as 10% of the Commissioner’s salary, will also be allocated to support the MOE.

The Assistant Chief of Police will be responsible for oversight of the program. He continues to be 100% dedicated to the program. He will be working directly with the DPS Commissioner, Director of Police and the Director of Administration issues relating to the program. He also pre-approves daily activities pertaining to the program. The Assistant Chief of Police does not oversee any non-CVES activities within our department.

The Program Manager would be accountable for the program's CVSP plan, Performance Progress Report (PPR), Federal Financial Report (FFR), and other financial responsibilities pertaining to the CVES program.

The Program Manager will be 100% dedicated to the CVES program's grant and financial duti

The Director of Administration will be responsible for overseeing the administrative aspect of the CVES Program, while the Director of Police will provide oversight for the enforcement segment. Additionally, the DPS Commissioner will provide approval for all operation, scheduling, purchases, and matters related to the CVES program.

Personnel	Salary
Local	
Police Officer II	\$27,081.51
Police Officer II	\$25,791.92
Police Officer I	\$21,219.07
Police Officer I	\$21,219.07
Police Officer I	\$21,219.07
Commissioner (10%)	\$5,400
Director of Admin. (14%)	\$7,882.07
Director of Police (14%)	\$7,882.07
Total	\$137,694.78

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)	Federal Share	MOE
Police Lieutenant	29.9402	100.0000	\$37,162.32	\$11,126.47	\$11,126.47	\$0.00
Police Assistant Chief	51.0523	100.0000	\$46,318.58	\$23,646.68	\$23,646.68	\$0.00
Program Manager	31.8530	100.0000	\$30,000.00	\$9,555.89	\$9,555.89	\$0.00
Police Officer II	19.6039	0.0000	\$27,081.51	\$0.00	\$0.00	\$5,309.02
Police Officer I	19.6038	0.0000	\$21,219.07	\$0.00	\$0.00	\$4,159.75
Police Sergeant	63.9378	100.0000	\$33,696.52	\$21,544.83	\$21,544.83	\$0.00
Police Officer I	15.6040	0.0000	\$21,219.07	\$0.00	\$0.00	\$3,310.99
Police Officer I	15.6040	0.0000	\$21,219.07	\$0.00	\$0.00	\$3,310.99
Commissioner	15.6040	0.0000	\$5,400.00	\$0.00	\$0.00	\$842.61
Director of Admin	21.7884	0.0000	\$7,882.07	\$0.00	\$0.00	\$1,717.38
Director of Police	28.2818	0.0000	\$7,882.07	\$0.00	\$0.00	\$2,229.19
Police Officer I	86.0395	100.0000	\$22,807.20	\$19,623.19	\$19,623.19	\$0.00
Police Officer II	15.6038	0.0000	\$25,791.92	\$0.00	\$0.00	\$4,024.52
TOTAL: Fringe Benefits				\$85,497.06	\$85,497.06	\$24,904.45

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

The total cost for federal share of fringe benefits are rounded to the nearest dollar.

The total cost for Federal Share of Fringe Benefits is: \$85,497.06

Personnel	Salary	FICA	Medicare	Pers.Ins.	Health	Holiday	Total	%
Federal		6.2%	1.45%	1.80%				
Assistant Chief	\$46,318.58	\$3,410.24	\$797.56	\$990.07	\$15,598.44	\$2,850.37	\$23,646.68	51.052256%
Police Lieutenant	\$37,162.32	\$2,705.94	\$632.84	\$785.59	\$4,874.74	\$2,127.36	\$11,126.47	29.9402%
Police Sergeant	\$33,696.52	\$2,635.77	\$616.43	\$765.22	\$15,598.44	\$1,928.96	\$21,544.83	63.937849%
Program Manager	\$30,000.00	\$1,860.00	\$435.00	\$540.00	\$4,874.74	\$1,846.15	\$9,555.89	31.852967%
Police Officer I	\$22,807.20	\$1,784.00	\$417.22	\$517.93	\$15,598.44	\$1,305.60	\$19,623.19	86.039496%
							Total	\$85,497.06

The total cost for MOE - Fringe Benefits is \$24,904.45

Personnel	Salary	FICA	Medicare	Pers.Ins.	Health	401K	Holiday	Total	%
Local		6.20%	1.45%	1.80%		4.0%			
Police Office II	\$27,081.51	\$1,679.05	\$392.68	\$487.47		\$1,083.26	\$1,666.55	\$5,309.02	19.603860%
Police Officer II	\$25,791.92	\$1,599.10	\$373.98	\$464.25			\$1,587.20	\$4,024.52	15.603840%
Police Officer I	\$21,219.07	\$1,315.58	\$307.68	\$381.94		\$848.76	\$1,305.79	\$4,159.75	19.603830%
Commissioner	\$5,400.00	\$334.80	\$78.30	\$97.20			\$332.31	\$842.61	15.603820%
Director of Admin	\$7,882.07	\$488.69	\$111.29	\$141.88	\$487.47		\$485.05	\$1,117.38	21.015360%
Director of Police	\$7,882.07	\$488.69	\$111.29	\$141.88	\$999.28		\$485.05	\$2,229.19	26.697032%
Police Officer I	\$21,219.07	\$1,315.58	\$307.68	\$381.94			\$1,305.79	\$3,310.99	15.6040%
Police Officer I	\$21,219.07	\$1,315.58	\$307.68	\$381.94			\$1,305.79	\$3,310.99	15.6040%
							Total	\$	
								\$24,904.45	

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)	Federal Share	MOE
Strike Force - Tinian	1	4	100.0000	\$1,460.00	\$1,460.00	\$0.00
Strike Force - Rota	1	4	100.0000	\$1,850.00	\$1,850.00	\$0.00
Planning Meeting	1	5	100.0000	\$4,880.00	\$4,880.00	\$0.00
CVSA Workshop	1	6	100.0000	\$6,106.00	\$6,106.00	\$0.00
CVSA Annual Conference	1	6	100.0000	\$6,106.00	\$6,106.00	\$0.00
General HM	1	6	100.0000	\$5,306.00	\$5,306.00	\$0.00
Cargo Tank Inspection	1	6	100.0000	\$5,306.00	\$5,306.00	\$0.00
TOTAL: Travel				\$31,014.00	\$31,014.00	\$0.00

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

The CNMI CVES program is planning to send personnel to the MCSAP Planning Meeting and actively engage in the CVSA Workshop & Annual Conference. Additionally, the program intends to have staff certified in General Hazardous Materials (HM), and Cargo Tank Inspection course (CTI). Strike Force operations are also scheduled to be carried out on both Tinian and Rota.

Strike Force - Tinian

Airfare	(\$100 x 1 person x 2 trips)	\$ 200
Per diem	(\$240 x 1 person x 2 days x 2 trips) (Includes Lodging and meals)	\$960
Car Rental	(\$75 x 1 person x 2 days x 2 trips)	\$300

One (1) certified enforcement personnel will conduct will conduct Strike Force/Roadside inspection, traffic enforcement, operator & carrier safety talks.

Strike Force - Rota

Airfare	(\$265 x 1 people x 2 trips)	\$530
Per diem	(\$255 x 1 people x 2 days x 2 trips) (Includes Lodging and meals)	\$1,020
Car Rental	(\$75 x 1 person x 2 days x 2 trips)	\$300

One (1) certified enforcement personnel will conduct will conduct Strike Force/Roadside inspection, traffic enforcement, operator & carrier safety talks.

MCSAP Planning Meeting

Airfare	(\$2,750 x 1 persons x 1 trips)	\$2,750
Per diem	(\$351 x 1 persons x 5 days x 1 trips) (Includes Lodging and meals)	\$1,755
Car Rental	(\$75 x 1 person x 5 days x 1 trips)	\$375

Personnel attending the planning meeting will be the Assistant Chief of Police/MCSAP Commander or his designee, and one enforcement personnel/financial person.

CVSA Workshops

Airfare	(\$2,750 x 1 persons x 1 trips)	\$2,750
Per diem	(\$351 x 1 persons x 6 days x 1 trips) (Includes Lodging and meals)	\$2,106
Car Rental	(\$75 x 1 person x 6 days x 1 trips)	\$450
Registration Fee	(\$800 x 1 person x 1 trip)	\$800

One (1) certified enforcement personnel will attend the CVSA Workshop. This attendance is advantageous for the program, as these gatherings serve as platforms for disseminating new policies, regulator revisions, and inspection enhancements among enforcement personnel. Moreover, engaging in networking with fellow inspectors presents the program with the chance to acquire diverse approaches and techniques from various jurisdictions.

CVSA Annual Conference

Airfare	(\$2,750 x 1 persons x 1 trips)	\$2,750
Per diem	(\$351 x 1 persons x 6 days x 1 trips) (Includes Lodging and meals)	\$2,106
Car Rental	(\$75 x 1 person x 6 days x 1 trips)	\$450
Registration Fee	(\$800 x 1 person x 1 trip)	\$800

One (1) certified enforcement personnel will take part the CVSA Annual conference. This attendance is advantageous for the program, as these gatherings serve as platforms for disseminating new policies, regulator revisions, and inspection enhancements among enforcement personnel. Moreover, engaging in networking with fellow inspectors presents the program with the chance to acquire diverse approaches and techniques from various jurisdictions.

General HM

Airfare	(\$2,750 x 1 persons x 1 trips)	\$2,750
Per diem	(\$351 x 1 persons x 6 days x 1 trips) (Includes Lodging and meals)	\$2,106
Car Rental	(\$75 x 1 person x 6 days x 1 trips)	\$450

One (1) certified NASI Part A & B enforcement personnel will partake in the General HM certification course. This course will teach personnel to inspect HM shipments for compliance with Hazardous Materials Regulations.

Cargo Tank Inspection

Airfare	($\$2,750 \times 1 \text{ persons} \times 1 \text{ trips}$)	\$2,750
Per diem	($\$351 \times 1 \text{ persons} \times 6 \text{ days} \times 1 \text{ trips}$) (Includes Lodging and meals)	\$2,106
Car Rental	($\$75 \times 1 \text{ person} \times 6 \text{ days} \times 1 \text{ trips}$)	\$450

One (1) certified enforcement personnel (NASI Part A & B and GHM) will partake in the Cargo Tank Inspection course (CTI). This training course will teach personnel to inspect cargo tank motor vehicles transporting hazardous materials (HM) for compliance with Hazardous Material Regulations at the roadside or a carrier’s or shipper’s place of business.

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)	Federal Share	MOE
TOTAL: Equipment				\$0.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.						

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

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)	Federal Share	MOE
Uniforms	1 Annual	\$8,300.00	100.0000	\$8,300.00	\$8,300.00	\$0.00
Cleaning Supplies	1 Annual	\$1,181.48	100.0000	\$1,181.48	\$1,181.48	\$0.00
Operational Supplies	4 Quarterly	\$2,200.00	100.0000	\$8,800.00	\$8,800.00	\$0.00
CVSA Decals/OOS	1 Annual	\$1,310.00	100.0000	\$1,310.00	\$1,310.00	\$0.00
Office Supplies	4 Quarterly	\$2,100.00	100.0000	\$8,400.00	\$8,400.00	\$0.00
TOTAL: Supplies				\$27,991.48	\$27,991.48	\$0.00

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

Office Supplies: Supplies such as paper, pens, notepads, ink, etc. are required for the daily office operations of the program.

Cleaning supplies: Cleaning supplies are crucial for maintaining hygiene standards. Sanitary supplies, including antibacterial sprays and cleaning agents, play an essential role in keeping the cleanliness of both the program office and the vehicles. Furthermore, there's a need to acquire hygienic supplies and personnel protective equipment (PPEs) such as paper towel, sanitary wipes, hand sanitizers, face masks, and gloves. This outcome is driven by unclean conditions often encountered during vehicle inspections. These supplies are vital to allow CVES enforcement personnel to uphold cleanliness standards following inspections.

Operational supplies: CVES enforcement supplies such as rulers, chalks, chock blocks, creepers etc. These supplies allow the MCSAP enforcement personnel to perform their duties as an inspector.

CVSA Decals/Out of Service Stickers: CVES Program will be purchasing CVSA Decals & Out of Service Stickers for use during inspections. CVSA decals will be purchased through CVSA store and Out of Service Stickers would be purchased locally.

Uniforms: CVES enforcement personnel necessitate appropriate uniforms, covering shirts, pants, hats, shoes, and related attire. They also require essential duty gear, including belts equipped with all mandated equipment and tools. These uniforms and gears are essential for their daily responsibilities and to maintain a high level of professionalism within the workforce. However, due to the challenging island weather conditions and water quality, it's challenging to prevent uniform materials from experiencing fading and tearing.

Furthermore, during the inspection process, officers' uniforms and duty gear are prone to getting dirty and damaged. This occurs occasionally due to the interactions with commercial motor vehicle (CMV) components or exposure to fluids and oils when inspecting under the CMV. **Uniforms are only for the 100% dedicated CVES enforcement officers and must be replace at least once a year.**

All supply costs are estimated based on previous purchase amounts and adjusted according to future cost projections to ensure long-term sustainability.

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

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

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

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

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs				
Cost Basis	Approved Rate	Eligible Costs	Total Indirect Costs	Federal Share
Modified Total Direct Costs (MTDC)	7.50	\$432,957.21	\$32,471.79	\$32,471.79
TOTAL: Indirect Costs			\$32,471.79	\$32,471.79

Other Costs Project Costs						
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal)	Federal Share	MOE
Advertising	4 Quarterly	\$500.00	100.0000	\$2,000.00	\$2,000.00	\$0.00
Printing & Photocopying	1 Annual	\$1,000.00	100.0000	\$1,000.00	\$1,000.00	\$0.00
Repair & Maintenance	4 Quarterly	\$2,000.00	100.0000	\$8,000.00	\$8,000.00	\$0.00
Dues & Subscriptions	1 Annual	\$7,800.00	100.0000	\$7,800.00	\$7,800.00	\$0.00
Freight & Handling	1 Annually	\$1,500.00	100.0000	\$1,500.00	\$1,500.00	\$0.00
Communications	12 Monthly	\$1,200.00	100.0000	\$14,400.00	\$14,400.00	\$0.00
Utilities - Electric, Water & Sewer	12 Monthly	\$1,220.00	100.0000	\$14,640.00	\$14,640.00	\$0.00
Fuel & Lubrication	1 Annually	\$7,500.00	100.0000	\$7,500.00	\$7,500.00	\$0.00
Office Space Rental	12 Monthly	\$2,640.00	100.0000	\$31,680.00	\$31,680.00	\$0.00
TOTAL: Other Costs				\$88,520.00	\$88,520.00	\$0.00

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

Indirect Cost Rate: Indirect Cost (IDC) rate is based on the CNMI's approved IDC for FY 2025 at 7.50% (with utilities directly charged). See attached IDC agreement.

Advertising (Newspaper/Radio Ads): CVES will advertise to promote CMV safety initiatives as outlined in the CVSP.

Printing & Photocopying: Printing expenses includes the production of CVSPs intended for distribution to other agencies in the CNMI. These printing costs cover all expenses related to producing educational brochures, posters, and handouts used and distributed as part of educational activity plans.

Repairs and Maintenance: Maintenance and repair of all CVES equipment, encompassing computers, printers, vehicles, and upkeep of the CVES office, either to enhance the property’s lasting value or extend its intended lifespan, are of greatest importance. Maintaining these equipments in best working conditions is crucial to ensure efficiency and longevity.

Dues and Subscriptions: Annual membership fees have to be paid to be able to continue to work with CVSA

Freight & Handling: Important documents are regularly sent off-island and this sum will be utilize to cover the shipping and handling fee associated with the program. Furthermore, this fund will account for any other charges that may arise due to procuring items from vendors located outside the CNMI.

Communications: The communications cost is inclusive of cell phone services, LAN lines, radio services, internet and DSL access and Safety Net services.

Utilities - Electric, Water, & Sewer: The designated CVES office will incur charges for electric, water & sewer expenses. Given that the CNMI utility rates are among the highest in the nation, securing adequate funding is crucial to enable administrative personnel and enforcement officers to carry out their duties effectively and efficiently. The utility charges are based on an estimate of the office space allocated to the CVES.

Fuel & Lubrications: Fuel is essential for executing our day to day tasks.

Office Space Rental: Office space is essential for ensuring efficient operations and maintaining a professional working environment. It provides a centralized location for CVES personnel to conduct meetings, deliver training sessions, and manage day-to-day activities. Furthermore, a dedicated office space enhances organizational productivity, ensures the secure storage of sensitive documents, and safeguards enforcement equipment.

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		
	100% Federal Share	Total Estimated Funding
Total	\$465,429.00	\$465,429.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$69,814.00
MOE Baseline:	\$162,125.08

Estimated Expenditures			
Personnel			
	Federal Share	Total Project Costs (Federal)	MOE
Assistant Chief of Police	\$46,318.58	\$46,318.58	\$0.00
Police Lieutenant	\$37,162.32	\$37,162.32	\$0.00
Police Sergeant	\$33,696.52	\$33,696.52	\$0.00
Program Manager	\$30,000.00	\$30,000.00	\$0.00
Police Officer II	\$0.00	\$0.00	\$27,081.51
Police Officer II	\$0.00	\$0.00	\$25,791.92
Police Officer 1	\$0.00	\$0.00	\$21,219.07
Police Officer 1	\$0.00	\$0.00	\$21,219.07
Police Officer 1	\$0.00	\$0.00	\$21,219.07
Commissioner	\$0.00	\$0.00	\$5,400.00
Director of Admin	\$0.00	\$0.00	\$7,882.07
Director of Police	\$0.00	\$0.00	\$7,882.07
Police Officer I	\$22,807.20	\$22,807.20	\$0.00
Salary Subtotal	\$169,984.62	\$169,984.62	\$137,694.78
Police Chief	\$8,685.30	\$8,685.30	\$0.00
Police Lieutenant	\$6,481.80	\$6,481.80	\$0.00
Police Sergeant	\$8,815.95	\$8,815.95	\$0.00
Police Officer I	\$5,967.00	\$5,967.00	\$0.00
Overtime subtotal	\$29,950.05	\$29,950.05	\$0.00
Personnel total	\$199,934.67	\$199,934.67	\$137,694.78

Fringe Benefits			
	Federal Share	Total Project Costs (Federal)	MOE
Police Lieutenant	\$11,126.47	\$11,126.47	\$0.00
Police Assistant Chief	\$23,646.68	\$23,646.68	\$0.00
Program Manager	\$9,555.89	\$9,555.89	\$0.00
Police Officer II	\$0.00	\$0.00	\$5,309.02
Police Officer I	\$0.00	\$0.00	\$4,159.75
Police Sergeant	\$21,544.83	\$21,544.83	\$0.00
Police Officer I	\$0.00	\$0.00	\$3,310.99
Police Officer I	\$0.00	\$0.00	\$3,310.99
Commissioner	\$0.00	\$0.00	\$842.61
Director of Admin	\$0.00	\$0.00	\$1,717.38
Director of Police	\$0.00	\$0.00	\$2,229.19
Police Officer I	\$19,623.19	\$19,623.19	\$0.00
Police Officer II	\$0.00	\$0.00	\$4,024.52
Fringe Benefits total	\$85,497.06	\$85,497.06	\$24,904.45

Travel			
	Federal Share	Total Project Costs (Federal)	MOE
Strike Force - Tinian	\$1,460.00	\$1,460.00	\$0.00
Strike Force - Rota	\$1,850.00	\$1,850.00	\$0.00
Planning Meeting	\$4,880.00	\$4,880.00	\$0.00
CVSA Workshop	\$6,106.00	\$6,106.00	\$0.00
CVSA Annual Conference	\$6,106.00	\$6,106.00	\$0.00
General HM	\$5,306.00	\$5,306.00	\$0.00
Cargo Tank Inspection	\$5,306.00	\$5,306.00	\$0.00
Travel total	\$31,014.00	\$31,014.00	\$0.00

Equipment			
	Federal Share	Total Project Costs (Federal)	MOE
Equipment total	\$0.00	\$0.00	\$0.00

Supplies			
	Federal Share	Total Project Costs (Federal)	MOE
Uniforms	\$8,300.00	\$8,300.00	\$0.00
Cleaning Supplies	\$1,181.48	\$1,181.48	\$0.00
Operational Supplies	\$8,800.00	\$8,800.00	\$0.00
CVSA Decals/OOS	\$1,310.00	\$1,310.00	\$0.00
Office Supplies	\$8,400.00	\$8,400.00	\$0.00
Supplies total	\$27,991.48	\$27,991.48	\$0.00

Contractual and Subaward			
	Federal Share	Total Project Costs (Federal)	MOE
Contractual and Subaward total	\$0.00	\$0.00	\$0.00

Other Costs			
	Federal Share	Total Project Costs (Federal)	MOE
Advertising	\$2,000.00	\$2,000.00	\$0.00
Printing & Photocopying	\$1,000.00	\$1,000.00	\$0.00
Repair & Maintenance	\$8,000.00	\$8,000.00	\$0.00
Dues & Subscriptions	\$7,800.00	\$7,800.00	\$0.00
Freight & Handling	\$1,500.00	\$1,500.00	\$0.00
Communications	\$14,400.00	\$14,400.00	\$0.00
Utilities - Electric, Water & Sewer	\$14,640.00	\$14,640.00	\$0.00
Fuel & Lubrication	\$7,500.00	\$7,500.00	\$0.00
Office Space Rental	\$31,680.00	\$31,680.00	\$0.00
Other Costs total	\$88,520.00	\$88,520.00	\$0.00

Total Costs			
	Federal Share	Total Project Costs (Federal)	MOE
Subtotal for Direct Costs	\$432,957.21	\$432,957.21	\$162,599.23
Indirect Costs	\$32,471.79	\$32,471.79	NA
Total Costs Budgeted	\$465,429.00	\$465,429.00	\$162,599.23

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		
	100% Federal Share	Total Estimated Funding
Total	\$465,429.00	\$465,429.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$69,814.00
MOE Baseline:	\$162,125.08

Estimated Expenditures			
	Federal Share	Total Project Costs (Federal)	Planned MOE Costs
;;;Salary Subtotal	\$169,984.62	\$169,984.62	\$137,694.78
;;;Overtime Subtotal	\$29,950.05	\$29,950.05	\$0.00
Personnel Total	\$199,934.67	\$199,934.67	\$137,694.78
Fringe Benefits Total	\$85,497.06	\$85,497.06	\$24,904.45
Travel Total	\$31,014.00	\$31,014.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00
Supplies Total	\$27,991.48	\$27,991.48	\$0.00
Contractual and Subaward Total	\$0.00	\$0.00	\$0.00
Other Costs Total	\$88,520.00	\$88,520.00	\$0.00
	Federal Share	Total Project Costs (Federal)	Planned MOE Costs
Subtotal for Direct Costs	\$432,957.21	\$432,957.21	\$162,599.23
Indirect Costs	\$32,471.79	\$32,471.79	NA
Total Costs Budgeted	\$465,429.00	\$465,429.00	\$162,599.23

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? Anthony I. Macaranas
2. What is this person's title? Commissioner
3. Who is your Governor's highway safety representative? Department of Public Safety
4. What is this person's title? Commercial Vehicle Enforcement Section

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

- Yes
 Yes, uploaded certification document
 No

State Certification declaration:

I, Anthony I. Macaranas, Commissioner, on behalf of the Commonwealth of NORTHERN MARIANA ISLANDS, 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 Commonwealth 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. The CNMI DPS notes items 2, 8, 9, 10, 17, and 23 as exceptions to the State Certification. 2. The CNMI DPS CVES is actively dealing with a discovery made in 2017 concerning the FMCSR's and FHMR's related to the CNMI. The CVES initiative is cooperating with the CNMI Legislature representatives to modify Title 9 of the Commonwealth Code §3114. This modification aims to facilitate the automatic integration of the FMCSR's and FHMR's. The initial version of the proposed legislation is presently being evaluated before its presentation in the CNMI Legislature. 8. The program remains dedicated to conducting enforcement activities that emphasize the safety of both inspectors and carriers/operators. To enhance its capabilities, the program plans to certify personnel in General Hazardous Materials (GHM) and Passenger Carrier Vehicle Inspection (PCVI), broadening its range of inspections. By reinforcing enforcement efforts and expanding inspection scope, the program aims to increase the number of inspections and maintain alignment with its CVSP goals in the coming quarters. 9. The CNMI DPS is dedicated to maintaining compliance with the Maintenance of Effort (MOE) requirements and ensuring its timely submission in accordance with 49 C.F.R. § 350.225. 10. Although the program has submitted the Program Progress Report (PPRs), it is actively preparing to submit the Final Quarter and the Federal Financial Reports (FFRs) for FY2022 and FY2023, along with the pending reimbursement requests. The financial assistant is collaborating closely with the local Finance Department to obtain updated reports for the outstanding quarters. Once these reports are received, the program will promptly submit all outstanding FFRs, and reimbursement requests. 17. In the FY 2025 CVSP, the program has outlined plans to implement comprehensive and highly visible traffic enforcement and CMV safety inspection initiatives in high-risk locations and corridors. 23. The program has developed brochures highlighting best driving practices and safety tips for operators, covering key topics such as Sharing the Road and No-Zone Awareness. These new brochures are distributed to the Department of Public Safety's Bureau of Motor Vehicles and are readily accessible to individuals applying for or renewing their driver's licenses.

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? Anthony I. Macaranas
2. What is the title of your certifying State official? Commissioner of the Department of Public Safety
3. What are the phone # and email address of your State official? 670-664-9022 amacaranas@dps.gov.mp

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

- Yes
- Yes, uploaded certification document
- No

I, Anthony I. Macaranas, certify that NORTHERN MARIANA ISLANDS has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the Commonwealth'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 Commonwealth 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. If there are any exceptions that should be noted to the above certification, include an explanation in the text box below. The CNMI DPS CVES is actively dealing with a discovery made in 2017 concerning the FMCSR's and FHMR's related to the CNMI. The MCSAP initiative is cooperating with the CNMI Legislature representatives to modify Title 9 of the Commonwealth Code §3114. This modification aims to facilitate the automatic integration of the FMCSR's and FHMR's. The initial version of the proposed legislation is presently being evaluated before its presentation in the CNMI Legislature.

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

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

Yes No



United States Department of the Interior

OFFICE OF THE SECRETARY

Washington, DC 20240

State and Local Governments Indirect Cost Negotiation Agreement

EIN: 98-6019463

Date: 05/21/2024

Organization:

Commonwealth of the Northern Mariana Islands
PO Box 5234 CHRB
Saipan, MP 96950

Report Number: 2023-0863

Filing Ref.:

Last Negotiation Agreement
dated: 09/13/2023

The indirect cost rate contained herein is for use on grants, contracts, and other agreements with the Federal Government to which 2 CFR Part 200 applies subject to the limitations in Section II.A. of this agreement. The rate was negotiated by the U.S. Department of the Interior, Interior Business Center, and the subject organization in accordance with the authority contained in applicable regulations.

Section I: Rate

Start Date	End Date	Rate Type	Rate Details				
			Name	Rate	Base	Location	Applicable To
10/01/2023	09/30/2024	Predetermined	Indirect	32.00 %	(A)	All	Programs without utilities direct charged
			Indirect	7.50 %	(A)	All	Programs with utilities direct charged (includes Federal PR/DJ)
10/01/2024	09/30/2025	Predetermined	Indirect	32.00 %	(A)	All	Programs without utilities direct charged
			Indirect	7.50 %	(A)	All	Programs with utilities direct charged (includes Federal PR/DJ)
10/01/2025	09/30/2026	Predetermined	Indirect	32.00 %	(A)	All	Programs without utilities direct charged
			Indirect	7.50 %	(A)	All	Programs with utilities direct charged (includes Federal PR/DJ)

Section I: Rate (continued)

(A) Base: Total direct costs, less capital expenditures and passthrough funds. Passthrough funds are normally defined as payments to participants, stipends to eligible recipients, or subawards, all of which normally require minimal administrative effort.

Treatment of fringe benefits: Fringe benefits applicable to direct salaries and wages are treated as direct costs; fringe benefits applicable to indirect salaries and wages are treated as indirect costs.

Treatment of paid absences: Vacation, holiday, sick leave, and other paid absences are included in salaries and wages and are claimed on grants, contracts, and other agreements as part of the normal cost for the salaries and wages. Separate claims for the costs of these paid absences are not made.

Section II: General

- A. **Limitations:** Use of the rate(s) contained in this agreement is subject to any applicable statutory limitations. Acceptance of the rate(s) agreed to herein is predicated upon these conditions: (1) no costs other than those incurred by the subject organization were included in its indirect cost rate proposal, (2) all such costs are the legal obligations of the grantee/contractor, (3) similar types of costs have been accorded consistent treatment, and (4) the same costs that have been treated as indirect costs have not been claimed as direct costs (for example, supplies can be charged directly to a program or activity as long as these costs are not part of the supply costs included in the indirect cost pool for central administration).
- B. **Audit:** All costs (direct and indirect, federal and non-federal) are subject to audit. Adjustments to amounts resulting from audit of the cost allocation plan or indirect cost rate proposal upon which the negotiation of this agreement was based will be compensated for in a subsequent negotiation.
- C. **Changes:** The rate(s) contained in this agreement are based on the accounting system in effect at the time the proposal was submitted. Changes in the method of accounting for costs which affect the amount of reimbursement resulting from use of the rate(s) in this agreement may require the prior approval of the cognizant agency. Failure to obtain such approval may result in subsequent audit disallowance.
- D. **Rate Type:**
1. **Fixed Carryforward Rate:** The fixed carryforward rate is based on an estimate of the costs that will be incurred during the period for which the rate applies. When the actual costs for such period have been determined, an adjustment will be made to the rate for a future period, if necessary, to compensate for the difference between the costs used to establish the fixed rate and the actual costs.
 2. **Provisional/Final Rate:** Within six (6) months after year end, a final indirect cost rate proposal must be submitted based on actual costs. Billings and charges to contracts and grants must be adjusted if the final rate varies from the provisional rate. If the final rate is greater than the provisional rate and there are no funds available to cover the additional indirect costs, the organization may not recover all indirect costs. Conversely, if the final rate is less than the provisional rate, the organization will be required to pay back the difference to the funding agency.
 3. **Predetermined Rate:** A predetermined rate is an indirect cost rate applicable to a specified current or future period, usually the organization's fiscal year. The rate is based on an estimate of the costs to be incurred during the period. A predetermined rate is not subject to adjustment.
- E. **Rate Extension:** Only final and predetermined rates may be eligible for consideration of rate extensions. Requests for rate extensions of a current rate will be reviewed on a case-by-case basis. If an extension is granted, the non-Federal entity may not request a rate review until the extension period ends. In the last year of a rate extension period, the non-Federal entity must submit a new rate proposal for the next fiscal period.
- F. **Agency Notification:** Copies of this document may be provided to other federal offices as a means of notifying them of the agreement contained herein.
- G. **Record Keeping:** Organizations must maintain accounting records that demonstrate that each type of cost has been treated consistently either as a direct cost or an indirect cost. Records pertaining to the costs of program administration, such as salaries, travel, and related costs, should be kept on an annual basis.
- H. **Reimbursement Ceilings:** Grantee/contractor program agreements providing for ceilings on indirect cost rates or reimbursement amounts are subject to the ceilings stipulated in the contract or grant agreements. If the ceiling rate is higher than the negotiated rate in Section I of this agreement, the negotiated rate will be used to determine the maximum allowable indirect cost.
- I. **Use of Other Rates:** If any federal programs are reimbursing indirect costs to this grantee/contractor by a measure other than the approved rate(s) in this agreement, the grantee/contractor should credit such costs to the

Section II: General (continued)

affected programs, and the approved rate(s) should be used to identify the maximum amount of indirect cost allocable to these programs.

J. **Central Service Costs:** If the proposed central service cost allocation plan for the same period has not been approved by that time, the indirect cost proposal may be prepared including an amount for central services that is based on the latest federally-approved central service cost allocation plan. The difference between these central service amounts and the amounts ultimately approved will be compensated for by an adjustment in a subsequent period.

K. **Other:**

1. The purpose of an indirect cost rate is to facilitate the allocation and billing of indirect costs. Approval of the indirect cost rate does not mean that an organization can recover more than the actual costs of a particular program or activity.
2. Programs received or initiated by the organization subsequent to the negotiation of this agreement are subject to the approved indirect cost rate(s) if the programs receive administrative support from the indirect cost pool. It should be noted that this could result in an adjustment to a future rate.
3. Indirect cost proposals must be developed (and, when required, submitted) within six (6) months after the close of the governmental unit's fiscal year, unless an exception is approved by the cognizant agency for indirect costs

Section III: Acceptance

Listed below are the signatures of acceptance for this agreement:

By the State and Local Governments

By the Cognizant Federal Government Agency

Commonwealth of the Northern Mariana Islands

US Department of the Interior

DocuSigned by:
Tracy Norita
6A3C805F66CE418...

DocuSigned by:
Craig Wills
B47DB1F4A5DB4BF...

Signature

Signature

Tracy Norita

Craig Wills

Name:

Name:

Division Chief

Indirect Cost & Contract Audit Division

Interior Business Center

Secretary of Finance

Title:

Title:

5/26/2024

5/23/2024

Date

Date

Negotiated by: Tony Pisarenko
Telephone: (916) 930-3812
Email: anatoliy_pisarenko@ibc.doi.gov

Next Proposal Due Date: 03/31/2026



COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS
DEPARTMENT OF PUBLIC SAFETY

Telephone: (670) 664-9000 / 9001 (24 Hours)

MEMORANDUM

DATE: May 10, 2024
TO: All DPS Personnel
FROM: Acting Commissioner of Public Safety
SUBJECT: Renaming of DPS Sections

To better reflect the functions and responsibilities of each respective section, effective immediately, the following sections within the Division of Police are renamed:

<i>Current:</i>	<i>Renamed to:</i>
Boating Safety Section	Marine Patrol Section
Koban Bike Patrol	Crime Against Tourist Section
Motor Carrier Safety Assistance Program	Commercial Vehicle Enforcement Section
Special Weapons and Tactics (SWAT)	Critical Incident Response Team

All section communications and materials should be updated to reflect these changes accordingly. Should you have any concerns, you may contact my office.

ANTHONY I. MACARANAS

cc: *Division of Police*
Division of Administration
Bureau of Motor Vehicles
Human Resources Office



COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS
DEPARTMENT OF PUBLIC SAFETY
 Telephone: (670) 664-9000 / 9001 (24 Hours)

Commercial Vehicle Enforcement Section
 "CVES"

Daily Work Schedule

Effective: June 30, 2024

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
OFF	0830-1630	0830-1630	0830-1630	0830-1630	0830-1630	OFF

	Officer's	Code	Contact Number
1	Asst. Chief Jerry L. Ayuyu Commander	07	(670) 287-9726
2	Lt. Carl J. Hocog Operations Supervisor	31	(670) 287-7584
3	Sgt. Ned Q. Norita Field Supervisor	47	(670) 287-4970
4	PO2 Loni P. Villagomez	80	(670) 287-7521
5	PO2 Katsutoshi Pangelinan	115	(670) 285-2217
6	PO1 Rolly C. Ruppol	152	(670) 287-3847

- All personnel must Time IN and OUT through the Biometric system
- All personnel must report to duty 30 minutes' prior for briefing.
- No personnel shall perform overtime unless authorized, advised, and approved.
- Assigned duty uniforms, Police ID, Badge, and issued duty gears must be worn at all times.
- All Traffic & Criminal matters must be entered and completed before end of shift.
- Quotas must be achieved by the end of the Day.
- Request for annual leave must be submitted three (3) working days prior and must be approved before taking leave.
- Request for sick leave must be accompanied with a doctor's slip after 8 hours of absence.
- Police vehicles and office should be kept clean (interior & exterior) at all times.
- All Serious incidents, including all incidents involving DPS personnel must immediately reported to Chain of Command.
- Please seek help through proper Chain of Command for any personal issues (mental health or etc.)
- Schedule shall be followed accordingly without modification and/or adjustment without the approval of the Commissioner

Prepared by:

Lt. Carl J. Hocog
 CVE Ops Supervisor

Concurred by:

Asst. Chief Jerry L. Ayuyu
 CVE Commander

Approved by:

Aniceto T. Ogunoro
 Director of Police

Cc: Payroll office

"The Department of Public Safety is an equal opportunity provider and employer"

FY 2025 Certification of CVES Conformance (State Certification)

I, Anthony I Macaranas, Commissioner of the Department of Public Safety, on behalf of the Commonwealth of the Northern Mariana Islands, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

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

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

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

Date 9/20/2024

Signature 