

MISSISSIPPI

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Years 2018 - 2020

Date of Approval: Sep 18, 2018

Final CVSP

Part 1 - MCSAP Overview

1 - Introduction

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

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

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

For FY 2018, the primary difference in the single year and multi-year CVSP formats, is that objectives, projected goals and activities in the multi-year CVSP will cover the entire multi-year period of FYs 2018 - 2020. The financial information and certifications will be updated each fiscal year.

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

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements (FY 2018 - 2020)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2018 - 2020)
- Part 4: Financial Information (FY 2018)
- Part 5: Certifications and Documents

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

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

2 - Mission/Goal Statement

Instructions:

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

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

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

3 - MCSAP Structure Explanation

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

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

The Mississippi Department of Public Safety, Motor Carrier Safety Division (MCSD) is the designated lead agency for the Motor Carrier Safety Assistance Program (MCSAP). MCSD is a comprehensive commercial motor vehicle enforcement agency. The MCSD is comprised of thirty (30) Motor Carrier Trooper/Inspectors trained to conduct Driver/Vehicle Safety Inspections in accordance with the Northern American Standard Inspection Procedures. Other MCSD staff include two Compliance Review Officers with one vacant, and fifteen support personnel including New Entrant staff, IT, training, and administrative support. MCSD will partner with the Mississippi Department of Transportation (MDOT) for Fiscal Years 2018-2020 to continue assisting with roadside inspections. MDOT will provide the services of around 166 officers. The relationship with MDOT to MCSD is that of a participation agency in a collaborative effort with MCSD to perform activities in accordance with the standards and procedures approved by the FMCSA as they relate to the performance of vehicle and driver inspections, the placement of vehicles and drivers out of service, and any other requirements imposed through law or regulations pertaining to activities funded through the MCSAP.

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

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

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

4 - MCSAP Structure**Instructions:**

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

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

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

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

Non-funded Agency Information	
Total number of agencies:	1
Total # of MCSAP Participating Personnel:	166

Part 2 - Crash Reduction and National Program Elements

1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 - 2020 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2018, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

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

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

2 - CMV Crash Reduction

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

Trend Analysis for 2012 - 2016

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

Goal measurement as defined by your State: Other

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

#large truck/bus crashes

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

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Other

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

bus crashes

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

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Actual # Fatalities

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

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

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

A & I FMCSA as of June 13, 2017.

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

NARRATIVE:

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

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

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

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

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

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

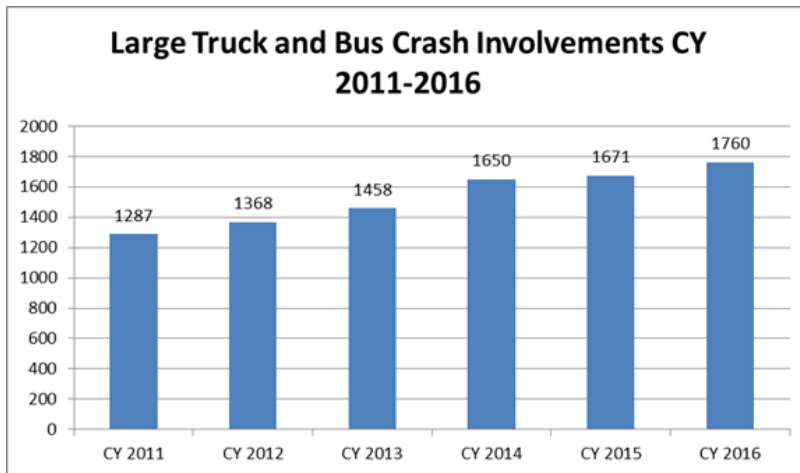
Narrative Overview for FY 2018 - 2020**Instructions:**

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

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

Problem Statement:

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

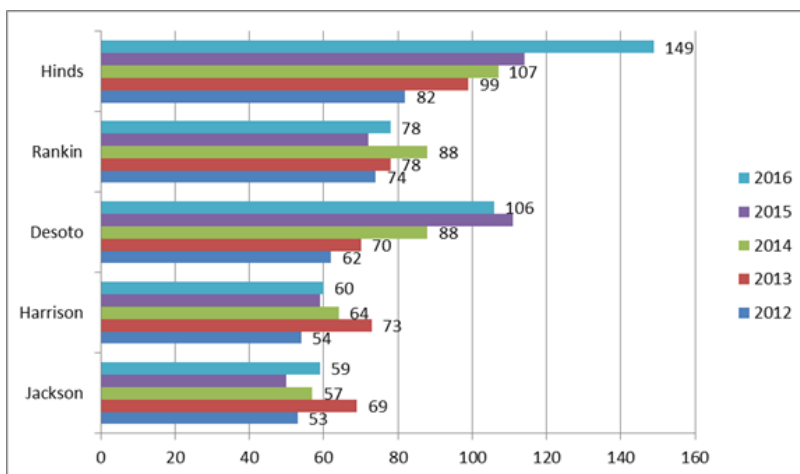


The Mississippi Commercial Motor Vehicle Crash Reduction Plan will continue with the two-pronged approach in FY 2018, FY 2019, and FY 2020, which includes high visibility and public education to address the increase in CMV crashes statewide. MCSD will continue to conduct high visibility enforcement on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

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

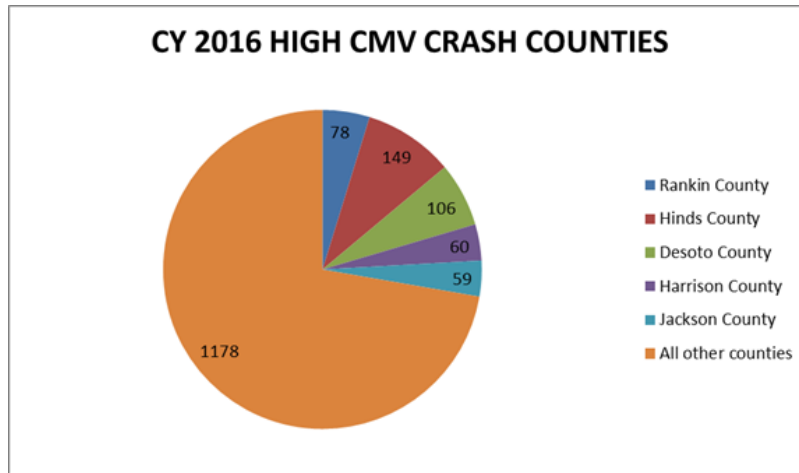
In CY 2016, the top five highly populated counties for large truck fatal and nonfatal crashes were Rankin, Hinds, Desoto, Harrison, and Hinds. With these increased enforcement efforts specifically to these counties, Rankin County's fatal and non-fatal truck crashes increased from 72 in 2015 to 78 during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

2012-2016 Number of CMV Crashes for Top 5 Crash Counties



During CY 2018-2020 the MCSD will focus on the top five CMV crash counties, which

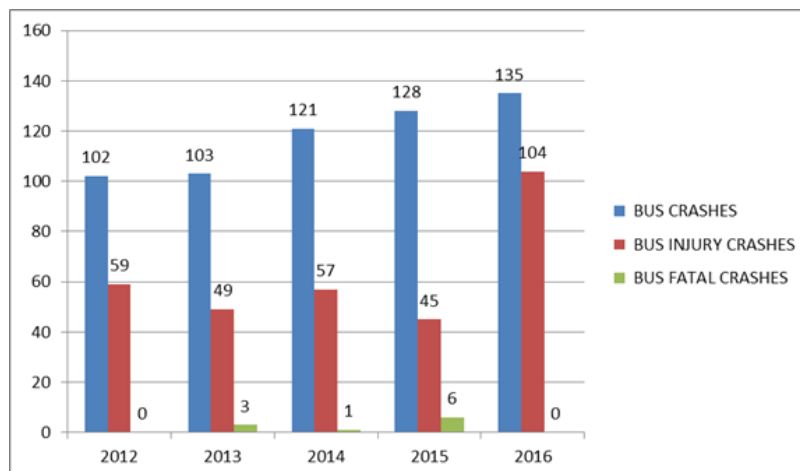
presently include Hinds, Rankin, Desoto, Harrison, and Jackson. Annual reviews of the top five counties will be conducted to determine if different counties account for the highest number of CMV fatalities. These five counties comprise three high crash corridors: (1) Harrison and Jackson Counties 1-10, (2) Hinds and Rankin Counties 1-20, and (3) Desoto County I-55. The focus will remain on these high crash corridors for high visibility traffic enforcement in order to successfully decrease the number of large truck crashes. These five counties accounted for approximately 28% of the 1630 total large truck crashes in the state. Mississippi has a total of 82 counties.



Performance Objective: MCSD will reduce the number of passenger transport crashes by 15% over the next three years by 5% per year, from a total of 135 in CY 2016 to 129 in FY 2018, 123 in FY 2019, and 117 in 2020.

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

CY 2012-2016 BUS CRASHES BY INJURY AND FATAL

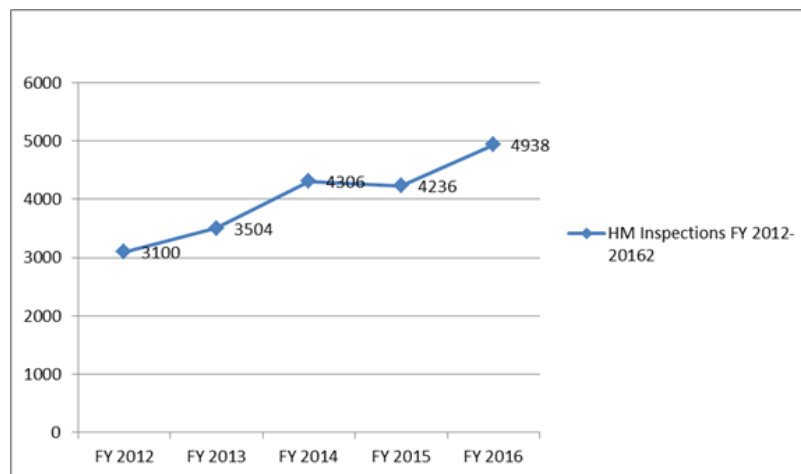


Six fatalities from six fatal crashes were reported in state motor coach/passenger buses during

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

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

HAZARDOUS MATERIAL INSPECTIONS FOR FY 2012- 2016



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

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

Enter the data source and capture date:

A & I June 13, 2017

Projected Goal for FY 2018 - 2020:

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

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

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

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

FY 2018-2020 Program Activities

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

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

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

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

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

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

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

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

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

3 - Roadside Inspections

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

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

Trend Analysis for 2012 - 2016

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

Narrative Overview for FY 2018 - 2020

Overview:

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

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

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

Performance Goal: MCSD plans to conduct at least 62,000 inspections for FY 2018, 63,000 for FY 2019, and 64,000 for FY 2020. MCSD will also plan to meet the 25% requirement for Level 1 inspections and the 33% Level III inspection requirement while increasing the total number of annual inspections. MCSD also plans to continue to increase the number of HM cargo tank inspections during the next three years. During FY 2018-2020, Level 5 inspections will be restricted to requests by FMCSA during a motor carrier strike force or during a compliance review. MCSD inspectors may conduct Level 5 inspections during May and June in order to meet the minimum CVSA requirement of eight per inspector per year.

Performance Measure: To conduct at least 15,500 inspections per quarter, with at least 3875 Level 1 inspections and 5115 Level III inspections, utilizing the 30 MHP troopers and 2 compliance review

officers (TOTAL 32) dedicated to the MCSAP program and the assistance of MDOT officers. MDOT is classified as a non-funded agency.

Projected Goals for FY 2018 - 2020

Instructions for Projected Goals:

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

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

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

MCSAP Lead Agency

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

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

Projected Goals for FY 2018 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	4160	900	142	5202	27.47%
Level 2: Walk-Around	5935	1120	36	7091	37.45%
Level 3: Driver-Only	5440	622	30	6092	32.17%
Level 4: Special Inspections	265	22	2	289	1.53%
Level 5: Vehicle-Only	200	45	15	260	1.37%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	16000	2709	225	18934	

MCSAP subrecipient agency

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

You have not entered any subrecipient information. Visit Part 1, MCSAP Structure to add subrecipient information.

Non-Funded Agencies

Total number of agencies:	1
Enter the total number of non-funded certified officers:	166
Enter the total number of inspections projected for FY 2018:	43066

Summary

Projected Goals for FY 2018 - Roadside Inspections Summary

Projected Goals for FY 2018 Summary for All Agencies					
MCSAP Lead Agency: MS DEPARTMENT OF PUBLIC SAFETY MOTOR CARRIER SAFETY DIVISION					
# certified personnel: 32					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 1					
# certified personnel: 166					
# projected inspections: 43066					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	4160	900	142	5202	27.47%
Level 2: Walk-Around	5935	1120	36	7091	37.45%
Level 3: Driver-Only	5440	622	30	6092	32.17%
Level 4: Special Inspections	265	22	2	289	1.53%
Level 5: Vehicle-Only	200	45	15	260	1.37%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	16000	2709	225	18934	

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

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

4 - Investigations

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



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

Trend Analysis for 2012 - 2016

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

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

Narrative Overview for FY 2018 - 2020**Instructions:**

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

Projected Goals for FY 2018 - 2020

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5 - Traffic Enforcement

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

Trend Analysis for 2012 - 2016

Instructions:

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

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

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

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

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

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

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

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

June 13, 2017 A & I; Daily Activity Report MHSP annual reports

Narrative Overview for FY 2018 - 2020

Instructions:

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

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

Overall, 26 FTE MCSD troopers spend approximately 15% of their time on traffic enforcement without inspection, 80% traffic enforcement with inspection, and 5% outreach in their respective counties. There are 4 FTE MCSD Troopers who spend 10% of their time on traffic enforcement without inspection, 70% traffic enforcement with inspection, and 20% public relations and outreach. Two compliance review officers are 100% dedicated to compliance review. MCSD will develop a schedule of monthly traffic enforcement details focusing on CMVs committing traffic violations. Additional details will be conducted in areas that receive complaints or public notification. These details will operate 2 to 3 days per month utilizing 3 to 4 troopers working nine hour shifts. Details will also be scheduled in high crash corridors which will be manned by 9 to 10 MCSD troopers working nine hour shifts. MCSD shall schedule quarterly traffic enforcement details that focus on non-CMV drivers committing traffic violations in close proximity of a CMV.

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

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

Projected Goals for FY 2018 - 2020

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018 - 2020. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

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

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

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

FY 2018 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2018 Activities	Average 2004/05 Activities
62000	118	400	62518	31297

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

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

6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility. ([49 CFR 350.201 \(aa\)](#)) States must achieve full participation (Step 6) by October 1, 2020. Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(cc\)](#).)

For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of at least Step 6 in PRISM, O&M costs are eligible expenses.

These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	No
PRISM	Step 7	No

Available data sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)

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

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

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative and Projected Goal:

If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

Mississippi's PRISM compliance is at Step 7.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to implement full participation in PRISM.

Not Applicable

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

Not Applicable

7 - Public Education and Outreach

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

Trend Analysis for 2012 - 2016

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

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

Narrative Overview for FY 2018 - 2020

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

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

Performance Objective: **MCSD will increase the safety awareness of the motoring public, motor carriers, and drivers through public education and outreach activities by conducting at least 10 carrier safety talks, safety demonstrations, state and local outreach events in FY 2018, 12 in FY 2019 and 15 events in FY 2020.**

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

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

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

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

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

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

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Projected Goals for FY 2018 - 2020

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

			Performance Goals		
Yes	No	Activity Type	FY 2018	FY 2019	FY 2020
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	4	5	7
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2	2	3
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	1	2	2
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	1	1	1

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

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

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

8 - State Safety Data Quality (SSDQ)

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

SSDQ Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	Yes

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2018 - 2020.

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

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

A & I data June 13, 2017.

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary.

MCSAP will continue its GOOD ratings for State Safety Data Quality during FY 2018, FY 2019, and FY 2020.

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

Not applicable

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

Data will be monitored for any changes or flags quarterly and will be included in the Quarterly PPR reporting.

9 - New Entrant Safety Audits

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

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

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

Trend Analysis for 2012 - 2016

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

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

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

Narrative Overview for FY 2018 - 2020

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

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

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

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

Projected Goals for FY 2018 - 2020

For the purpose of completing the table below:

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

Projected Goals for FY 2018 - 2020 - New Entrant Safety Audits						
	FY 2018		FY 2019		FY 2020	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	320	0	340	0	360	0
# of Safety Audits (Offsite)	80	0	85	0	90	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	400	0	425	0	450	0
# of Non-Audit Resolutions	420	0	430	0	440	0

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

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

Activity Plan for FY 2018 - 2020: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

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

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

Performance Measure: To complete 400 New Entrant Safety audits in FY 2018, 425 in FY 2019, and 450 in FY 2020 within 3 to 12 months of new carrier entry into the program, ensuring that all Participants are in full compliance with FMCSRs and Hazardous Materials regulations.

The supervisor of the New Entrant section will review audit reports on a monthly basis for

completeness and accuracy. Monthly meetings will be held to monitor progress in completing audits and monitoring the timeline to prevent overdue carriers in the inventory.

Part 3 - National Emphasis Areas and State Specific Objectives

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

1 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2018 - 2020

Enter your State's OOS Catch Rate percentage if below 85 percent: 72%

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

Fiscal Year	Goal (%)
2018	80
2019	85
2020	85

Mississippi Motor Carrier Safety Program has worked diligently to increase the Federal OOS catch rate from a low in FY 2015 of 20%. MCSD put into place a mandatory check for ALL DOT numbers through the FMCSA Data Base before the vehicle can be released from inspection. If no internet is available, the inspectors must call MCSD headquarters to run the DOT number through Query Central. This policy has increased the Federal OOS Catch Rate to 72.37% in FY 2017, an improvement rate of 52.37%. With this policy being strictly enforced, the percentage is projected to continue to rise to 80% in FY 2018, 85% in FY 2019, and to 90% in FY 2020.

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

The MCSD will continue to run every DOT number through Query Central in both MHP and MDOT for ALL inspections. The MCSD will maintain strict enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities. MCSD will strive to identify each missed carrier with a Federal OOS order and provide training for the officer responsible for not

following the correct protocol, unless resulting from failure to comply with a New Entrant audit.

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

Performance Measure: The MCSD will increase the catch rate for carriers operating under a Federal OOS Order from 72% in FY 2017 to 80% in 2018, 85% in FY 2019, and 90% in FY 2020.

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

2 - Passenger Carrier Enforcement

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2018 - 2020

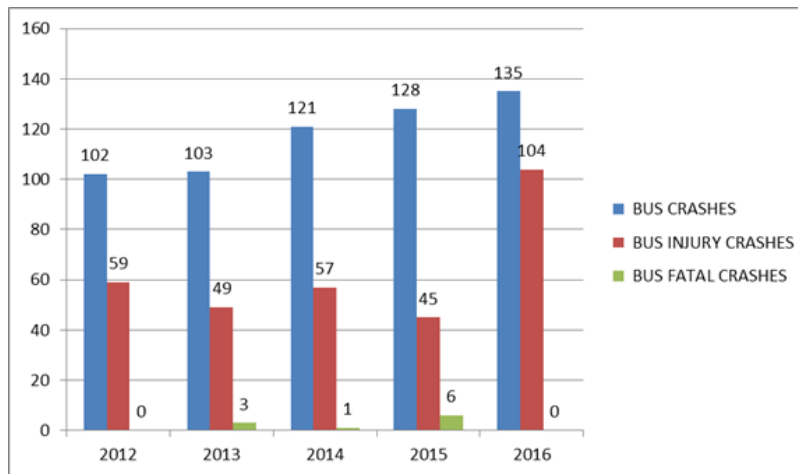
Problem Statement Narrative: Describe the problem as identified by performance data and include the baseline data.

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

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

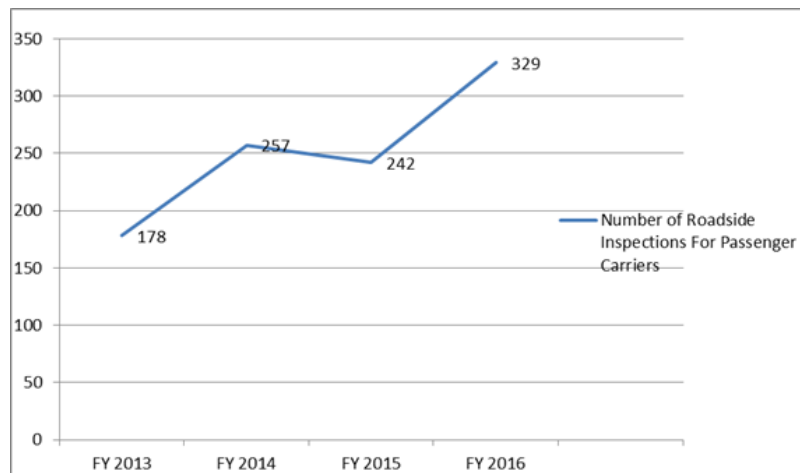
MCSD plans to increase enhanced investigation and inspection efforts in the high traffic areas within the state for FY 2018-2020. At least one bus inspection strike-force detail per quarter or four per year will be performed throughout FY 2018 and will continue into FY 2019 and FY 2020. These activities will include Federal and MCSD efforts. According to MCMIS dated June 13, 2017, for 2012, bus crashes were at 102, with no fatal crashes and 59 injury crashes, and in 2013, there were 103 crashes resulting in three fatalities and 49 injury crashes. IN 2014, there were 121 bus crashes, with one fatal crash and 57 injuries. (Data sources: Data Snapshot as of June 13, 2017, A&I On-Line, MCMIS and FARS).

CY 2012-2016 BUS CRASHES BY INJURY AND FATAL



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

ROADSIDE PASSENGER CARRIER INSPECTIONS FY 2013-FY 2016



Projected Goals for FY 2018 - 2020: Enter the performance goal for the three year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2018,

2019 and 2020 must also be included.

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

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

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

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

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

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

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

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

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

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

3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2017 CVSP.

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

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2017 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

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

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

To reduce the total number of fatalities not wearing seatbelts in CMV related crashes by 5%, based on 72 CMV fatalities with 20 unrestrained drivers and passengers in 2015, to 68 CMV related fatalities and 19 not restrained in 2016.

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

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

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

The decrease in the overall statewide usage rate is being addressed by MCSD in conjunction with the Mississippi Highway Patrol and the Governor's Office of Highway Safety. MCSD has been successful in their attempts to make CMV and non-CMV drivers more aware of the primary seatbelt law in place within the State of Mississippi through strict high visibility enforcement of the primary seat belt law and extensive paid media campaigns such as Click It or Ticket. At least one seat belt presentation was conducted each quarter as well. MCSD and the Department of Public

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

Activity #2

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

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

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

Performance Goal: Enter performance objectives including baseline data and goal. MCSD will reduce the number of large truck CMV crashes within Amite, Wilkinson, and Pike Counties by 10% from 42 CMV crashes in 2015 to 38 large truck CMV crashes by the end of 2017.

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

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

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

No problems were observed in meeting this objective. The numbers of large truck crashes remain low in these three counties, and account for only 2% of the state CMV related crashes. This objective has been met, and will not continue into FY 2018-FY 2020..

4 - State Specific Objectives – Future

Instructions:

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

Describe any State-specific objective(s) identified for FY 2018 - 2020. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

(1) Improvement for the Safe and Secure Movement of CMV Cargo Tank Trucks By Enforcement of Traffic Laws and Safety Regulations on Cargo Tank CMVs.

Narrative Overview for FY 2018 - 2020

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

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

Projected Goals for FY 2018 - 2020:

Enter performance goal.

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

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

Objectives: • During FY 18-2020, MCAP troopers will conduct six cargo tank truck strike details in areas with high CMV traffic, working eight hour shifts with at least eight motor carrier units at each detail. (2) Program Activity Plan The Mississippi Highway Patrol Motor Carrier Division will conduct six extra details with focus on Cargo tank CMVs in the high crash corridors consisting of at least eight certified motor carrier units. The Mississippi Highway Safety Patrol, Motor Carrier Safety Division troopers are all certified in HM. These troopers will conduct CMV details in the high crash corridor areas and other areas cargo tank CMVs travel most frequently. These details will be 8 hour shifts with 10 to 30 Motor Carrier Units present. Each certified trooper will be required to conduct 3 level ones per detail. All details will be worked during peak times and days. Data will be monitored monthly and stats forward to State FMSCA. • Task 1. High and low visibility enforcement will be used with marked and unmarked enforcement vehicles in the areas of high CMV crash corridors. • Task 2. Cell phone usage, texting, seatbelt violations, placarding, proper tanks for HM, and CMV vehicle/driver safety will be targeted. Unmarked patrol cars will be patrolling the areas in search for cell phone usage and lack

of seatbelts. Spotters will be used on overpasses to detect cellphone use and no seatbelts as well. CMV inspections will be used for checking placards, proper HM tanks, and safety violations to maintain CMV safety regulations on the highway. • Task 3. Inspection data obtained on HM details, rollover data and inspections with violations will be maintained and recorded to determine the areas of the state with the most cargo tank violations.

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

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

Part 4 - Financial Information

1 - Overview

The spending plan is a narrative explanation of each budget component, and should support the cost estimates for the proposed work. The plan should focus on how each item will achieve the proposed project goals and objectives, and justify how costs are calculated. The spending plan should be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [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 ([2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable** 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.
 - 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 data forms are displayed by budget category. You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share cannot exceed 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share must be at least 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort** expenditures will be entered in a separate line below each budget category table for FY 2018. MOE expenditures will not, and should not, be included in the calculation of Total Project Costs, Federal share, or State share line items.

New for FY 2018

- **Incorporation of New Entrant and Border Enforcement into MCSAP**

The FAST Act consolidated new entrant and border enforcement under the MCSAP grant. For FY 2018, costs for New Entrant safety audits and border enforcement activities will no longer be captured in separate spending plans. States may opt to identify new entrant and border enforcement costs separately in the budget tables, but are not required to do so.

- **Calculation of Federal and State Shares**

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

The system calculates an 85 percent Federal share and 15 percent State share automatically for States and populates these values in each line. Federal share is the product of Total Project Costs X .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system.

States may change or delete the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate 75 percent of an item to Federal share, and 25 percent of the item to State share. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

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

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

- **Expansion of 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.

The system will confirm that:

- *Federal share plus State share equals Total Project Costs on each line item*
- *Accounting Method is selected in Personnel, Part 4.2*
- *Overtime value does not exceed the FMCSA limit*
- *Planned MOE Costs equal or exceed FMCSA limit*
- *Proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts*
- *Territory's proposed Total Project Costs are within \$5 of \$350,000*

For States completing a multi-year CVSP, the financial information should be provided for FY 2018 only.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$3,943,543.00	\$695,920.00	\$4,639,463.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount):	\$695,920.00
MOE Baseline:	\$107,648.67

2 - Personnel

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

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the eCVSP.

Note: Do not include any personally identifiable information in the eCVSP.

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 of 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. For example, a MCSAP officer spent approximately 35 percent of his 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 annual salary column, enter the annual salary for each position.

Total Project Costs are calculated by multiplying # of Staff X % of Time X Annual 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, then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

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

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP award amount):	\$695,920.00

Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time	Annual Salary	Total Project Costs	Federal Share	State Share
Trooper Inspectors	30	100.0000	\$61,796.80	\$1,853,904.00	\$1,575,818.40	\$278,085.60
Support MC/NE/CR Staff	17	100.0000	\$38,820.00	\$659,940.00	\$560,949.00	\$98,991.00
Subtotal: Salary				\$2,513,844.00	\$2,136,767.40	\$377,076.60
Overtime Project Costs						
Overtime	1	100.0000	\$65,000.00	\$65,000.00	\$55,250.00	\$9,750.00
Subtotal: Overtime				\$65,000.00	\$55,250.00	\$9,750.00
TOTAL: Personnel				\$2,578,844.00	\$2,192,017.40	\$386,826.60
Accounting Method:	Cash					
Planned MOE: Personnel	\$0.00					

Enter detailed explanation of how you came up with the personnel costs.

The MCSD has a total of 30 FTE Troopers (30 Certified Inspectors) working full time on MCSAP eligible enforcement/inspection activities. The salaries were calculated at 62,400 hours @ an average rate of \$29.71 per hour for a total of \$1,853,904.

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

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

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

Overtime is being requested for the MCSD troopers in the amount of **\$65,000, calculated for 1733.33 hours @ \$37.50 per hour.**

Total Personnel cost: \$2,578,844 (\$2,192,017.40 Federal; \$386,826.60 State)

3 - Fringe Benefits

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

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 have an 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\(b\)](#).

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

The cost of fringe benefits are allowable if:

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

Depending on the State, there are set employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

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

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

The **Fringe Benefit Rate** is:

- The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.
- For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.

The **Base Amount** is:

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8/100 = \$97,200$ Total Project Costs.

The Total Project Costs equal Fringe Benefit Rate X Base Amount divided by 100.

Fringe Benefits Project Costs					
Position(s)	Fringe Benefit Rate	Base Amount	Total Project Costs	Federal Share	State Share
Trooper Inspectors	54.3600	\$1,853,904.00	\$1,007,782.21	\$856,614.88	\$151,167.33
MCSD/NE/CR Support staff	34.7000	\$659,940.00	\$228,999.18	\$194,649.30	\$34,349.88
Overtime	53.7000	\$65,000.00	\$34,905.00	\$29,669.25	\$5,235.75
TOTAL: Fringe Benefits			\$1,271,686.39	\$1,080,933.43	\$190,752.96
Planned MOE: Fringe Benefits	\$0.00				

Enter detailed explanation of how you came up with the fringe benefits costs.

Fringe Benefits for support staff are a summation of the actual fringe benefits per employee and include health and life insurance, FICA/SS, and retirement.

Annual Fringe benefits for troopers averaged 54.36% in FY 2018. From October 1 to December 31, 2017, the fringe rate was 45.3% or \$69,984.88 per month, calculated as @health/life .65%, Fica 7.65%, Retirement @ 37%. From January 1 to September 30, 2018, the fringe rate was 57.38% or \$88,647.51 per month. The retirement percentage was increased to 49.08% in January 2018. From January to September the fringe are calculated as follows: Health/Life insurance @.65%, FICA @ 7.65%, Retirement @49.08%. The budgeted amount of fringe is for 30 troopers.

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

Overtime fringe averaged 53.70% for FY 2018. From October 1 - December 31, 2017, overtime fringe includes retirement @37% and FICA @ 7.65%. From January 1, to September 30, overtime fringe was calculated @ 49.08% retirement and 7.65 FICA.

(Fringe Total \$1,271,686.39. Federal: 1,080,933.43; State: 190,752.96)

TOTAL FRINGE: \$1,271,686.39 (\$1,080,933.43 Federal; \$190,752.96 State)

4 - Travel

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

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

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

Total Project Costs should be determined by State users, and input in the table below.

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

Enter detailed explanation of how you came up with the travel costs.

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

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

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

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

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

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

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

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

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

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

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

5 - Equipment

Equipment is tangible 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 threshold is below \$5,000, check the box below and provide the equipment threshold amount. See §§[200.12](#) Capital assets, [200.20](#) Computing devices, [200.48](#) General purpose equipment, [200.58](#) Information technology systems, [200.89](#) Special purpose equipment, and [200.94](#) Supplies.

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

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

The Total Project Costs equal # of Items x Full Cost per Item x Percentage of Time Dedicated to MCSAP.

Equipment Project Costs						
Item Name	# of Items	Full Cost per Item	% Time Dedicated to MCSAP	Total Project Costs	Federal Share	State Share
Vehicles	12	\$29,430.00	100	\$353,160.00	\$300,186.00	\$52,974.00
Desk top Computers	3	\$1,408.45	100	\$4,225.35	\$3,591.55	\$633.80
Laptop Computers	18	\$1,550.00	100	\$27,900.00	\$23,715.00	\$4,185.00
TOTAL: Equipment				\$385,285.35	\$327,492.55	\$57,792.80
Equipment threshold is greater than \$5,000.						
Planned MOE: Equipment	\$0.00					

Enter detailed explanation of how you came up with the equipment costs.

The MCSAP Unit has a fleet of 37 enforcement vehicles that are 100% dedicated to the MCSAP program. Each of the enforcement vehicles are equippe with computer laptops for the immediate uploading of safety inspections. Twelve of the enforcement vehicles have reached high mileage (75,000 miles or three years) and have outlasted the useful life of a MS Highway Patrol vehicle. These 12 vehicles will be replaced at a cost of approximately \$29,430 each for a total of \$353,160.00. (Federal: \$300,186.00; State: \$52,974)

Due to the demands places on vehicle based computers and equipment, 18 laptops will be purchased to replace older versions. Laptops cost \$1550 for a total of \$27,900. (Federal: \$23,715; State: \$4185).

Three Desk top computers for administration and IT personnel are requested to replace outdated equipemnt @ \$1408.45 each for a total of \$4225.35. (Federal; \$3591.55; State:633.80).

The total budgeted amount for equipment is \$385,285.35. (Federal: \$327,492.55; State: \$57,792.80).

|

6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §§200.20 Computing devices and 200.33 Equipment. Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

List a description of each item requested, including the number of each unit/item, the unit of measurement for the item, and the cost of each item/unit.

Total Project Costs equal #of Units x Cost per Unit.

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

Enter detailed explanation of how you came up with the supplies costs.

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

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

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

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

7 - Contractual and Subaward

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

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

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

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

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

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

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

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

Total Project Costs should be determined by State users and input in the table below.

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 used to support (i.e. ITD, PRISM, SSDQ or other services).

Contractual and Subaward Project Costs						
Legal Name	DUNS/EIN	Number	Instrument Type	Total Project Costs	Federal Share	State Share
TOTAL: Contractual and Subaward				\$0.00	\$0.00	\$0.00
Planned MOE: Contractual and Subaward	\$0.00					

Enter detailed explanation of how you came up with the contractual and subaward costs.

8 - Other Costs

Other costs are those not classified elsewhere, such as communications or utility costs. As with other expenses, these must be allocable to the Federal award. The total costs and allocation bases must be shown in the narrative. Examples of Other costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.) and unit cost must be included. All Other costs must be specifically itemized and described.

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.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, and the cost per unit/item 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 Number of Units x Cost per Item.

Indirect Costs

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

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

Your State will not claim reimbursement for Indirect Costs.

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

Enter detailed explanation of how you came up with the other costs.

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

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

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

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

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

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

9 - Comprehensive Spending Plan

The comprehensive spending plan is auto-populated from all line items in the tables and is in read-only format.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$3,943,543.00	\$695,920.00	\$4,639,463.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$695,920.00
MOE Baseline:	\$107,648.67

Estimated Expenditures			
Personnel			
	Federal Share	State Share	Total Project Costs
Trooper Inspectors	\$1,575,818.40	\$278,085.60	\$1,853,904.00
Support MC/NE/CR Staff	\$560,949.00	\$98,991.00	\$659,940.00
Salary Subtotal	\$2,136,767.40	\$377,076.60	\$2,513,844.00
Overtime	\$55,250.00	\$9,750.00	\$65,000.00
Overtime subtotal	\$55,250.00	\$9,750.00	\$65,000.00
Personnel total	\$2,192,017.40	\$386,826.60	\$2,578,844.00
Planned MOE	\$0.00		

Fringe Benefits			
	Federal Share	State Share	Total Project Costs
Trooper Inspectors	\$856,614.88	\$151,167.33	\$1,007,782.21
MCSD/NE/CR Support staff	\$194,649.30	\$34,349.88	\$228,999.18
Overtime	\$29,669.25	\$5,235.75	\$34,905.00
Fringe Benefits total	\$1,080,933.43	\$190,752.96	\$1,271,686.39
Planned MOE	\$0.00		

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

Equipment			
	Federal Share	State Share	Total Project Costs
Vehicles	\$300,186.00	\$52,974.00	\$353,160.00
Desk top Computers	\$3,591.55	\$633.80	\$4,225.35
Laptop Computers	\$23,715.00	\$4,185.00	\$27,900.00
Equipment total	\$327,492.55	\$57,792.80	\$385,285.35
Planned MOE	\$0.00		

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

Contractual and Subaward			
	Federal Share	State Share	Total Project Costs
Contractual and Subaward total	\$0.00	\$0.00	\$0.00
Planned MOE	\$0.00		

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

Total Costs			
	Federal Share	State Share	Total Project Costs
Subtotal for Direct Costs	\$3,943,543.55	\$695,919.45	\$4,639,463.00
Total Costs Budgeted	\$3,943,543.55	\$695,919.45	\$4,639,463.00
Total Planned MOE	\$117,426.19		

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.

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$3,943,543.00	\$695,920.00	\$4,639,463.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$695,920.00
MOE Baseline:	\$107,648.67

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs	Planned MOE Costs
Salary Subtotal	\$2,136,767.40	\$377,076.60	\$2,513,844.00	NA
Overtime Subtotal	\$55,250.00	\$9,750.00	\$65,000.00	NA
Personnel Total	\$2,192,017.40	\$386,826.60	\$2,578,844.00	\$0.00
Fringe Benefits Total	\$1,080,933.43	\$190,752.96	\$1,271,686.39	\$0.00
Travel Total	\$142,392.00	\$25,128.00	\$167,520.00	\$0.00
Equipment Total	\$327,492.55	\$57,792.80	\$385,285.35	\$0.00
Supplies Total	\$22,089.17	\$3,898.09	\$25,987.26	\$0.00
Contractual and Subaward Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Costs Total	\$178,619.00	\$31,521.00	\$210,140.00	\$117,426.19
	85% Federal Share	15% State Share	Total Project Costs	Planned MOE Costs
Subtotal for Direct Costs	\$3,943,543.55	\$695,919.45	\$4,639,463.00	\$117,426.19
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$3,943,543.55	\$695,919.45	\$4,639,463.00	\$117,426.19

Part 5 - Certifications and Documents

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

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

1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Captain Scott Carnegie
2. What is this person's title? Director of DPS MCSD
3. Who is your Governor's highway safety representative? Mr. Ray Slms
4. What is this person's title? Executive Director, DPS Public Safety Planning

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

- ☒ Yes
☐ No

State Certification declaration:

I, Captain Scott Carnegie, Director of DPS MCSD, on behalf of the State of MISSISSIPPI, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

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

1. What is the name of your certifying State official? Captain Scott Carnegie
2. What is the title of your certifying State official? Director of DPS MCSD
3. What are the phone # and email address of your State official? 601-987-1454; scarnegie@dps.ms.gov

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

- ☒ Yes
- ☐ No

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

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

3 - New Laws/Legislation/Policy Impacting CMV Safety

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

☐ Yes ☒ No

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

☐ Yes ☒ No

**FMCSA Administrative Capability Questionnaire (Self Certification Form)
For State and Local Governments and Non-Profit Organizations**

OVERVIEW

States, local governments, and non-profit organizations that receive Federal Motor Carrier Safety Administration (FMCSA) financial assistance funds are subject to the administrative and financial standards set forth in the relevant Code of Federal Regulation (CFR) sections and Office of Management and Budget (OMB) Circulars. The CFR sections and OMB Circulars that apply specifically to State, local government, and non-profit organization recipients of Federal grant funds are:

- 2 CFR 215, "Uniform Administrative Requirements for Grants and Cooperative Agreement with Institutions of Higher Education, Hospitals, and Other Non-Profit Organizations (OMB A-110)"
- 2 CFR 220, "Cost Principles for Educational Institutions (OMB A-21)"
- 2 CFR 225, "Cost Principles for State, Local, and Indian Tribal Governments (OMB A-87)"
- 2 CFR 230, "Cost Principles for Non-Profit Organizations (OMB A-122)"
- 49 CFR Part 18, "Transportation – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments (OMB Circular A-102 codified at 49 CFR Part 18)"
- OMB Circular A-133, "Audits of States, Local Government, and Non-Profit Organizations"

PURPOSE

The purpose of this questionnaire is to provide States, local governments, and non-profit organizations seeking FMCSA grant funds with a tool to assess their ability to successfully manage Federal grant funds against administrative and financial standards. If an organization's policies and procedures do not fully comply with the requirements in the questionnaire, then the organization may need revised or new policies in order to comply with Federal financial management standards.

SUBMISSION INSTRUCTIONS

Complete and sign the questionnaire and include it as part of the organization's application for FMCSA grant funds. If your organization experiences challenges pertaining to submitting your Self Certification Form, it is recommended that your organization provide a hard copy to the Division Office who will deliver the Form to the Program Manager via email.

PART I – Contact Information		
1.	Legal name of your organization associated with the Dun and Bradstreet Data Universal Numbering System (DUNS) Number	Mississippi Department of Public Safety
2.	DUNS Number	809850076
3.	Address associated with your DUNS Number	P. O. Box 958 Jackson, Mississippi 39205
4.	Employer Identification Number (EIN)	64-6000777
5.	Congressional District	3
6.	Organization Phone Number	(601) 987-1212
7.	If applicable, please list any affiliated organizations that may influence actions related to the grant	
8.	Name of the primary application point of contact (POC) for the grant(s)	M/Sgt. Jason W. Ginn
9.	POC Phone Number	(601) 987-1245
10.	POC E-mail Address	jginn@dps.ms.gov

PART II – General Information and Assurances		
1.	Is your organization in compliance with applicable Anti-Lobbying Policies included in Lobbying Form GG and, if applicable, the SF-LLL Disclosure of Lobbying Activities?	YES
2.	Have any key personnel listed in the application for your organization been debarred or suspended from participation in Federal assistance programs?	NO
3.	Does your organization have any findings related to violations of the Civil Rights Act, Age Discrimination Act, Americans with Disabilities Act, and other civil rights laws?	NO
4.	Does your organization maintain a Drug-Free Workplace per the FMCSA Financial Assistance Agreement General Provisions and Assurances?	YES

PART III – Audit History		
1.	Is your accounting system accrual based or cash based?	Cash
2.	Is your accounting system manual, automated, or a combination?	Automated
3.	Has an audit been performed on the organization's financial statement?	Yes, part of State CAFR
4.	What was the audit opinion?	CAFR in compliance
5.	If your organization has expended more than \$500,000 in Federal grant funds within the last year, has OMB A-133 Audit been performed?	Yes, as part of Statewide Test work
6.	If yes, were there any major findings?	www.osa.ms.gov/documents/agencies/2014cafr.pdf
7.	In no, please explain why an audit was not performed.	
8.	If your organization was subject to any other audits in the last two years (e.g., Office of Inspector General (OIG), Programmatic, State) please describe whether or not there were audit findings.	

PART IV – Administrative Capability			
Instructions: Check the appropriate box to the right for each item. If your organization meets the requirement, check the box in the "Yes" column. If your organization does not meet the requirement described, check the box in the "No/Explain" column. If applicable, provide explanations in the "No/Explain" column or in an attachment.		Yes	No/Explain
Financial Management			
1.	Does your organization provide procedures for determining the reasonableness, allocability and allowability of costs in accordance with the applicable cost principles?		NO – Program Function
2.	Does your organization provide for effective control and accountability for all grant cash, real and personal property, and other assets? (49 CFR 18.20(b)(3))?	X	
3.	Does your organization provide accurate, current, and complete disclosure of the financial results of the financially assisted activities required by the financial reporting requirements of the grant? (49 CFR	X	

PART IV – Administrative Capability			
Instructions: Check the appropriate box to the right for each item. If your organization meets the requirement, check the box in the "Yes" column. If your organization does not meet the requirement described, check the box in the "No/Explain" column. If applicable, provide explanations in the "No/Explain" column or in an attachment.		Yes	No/Explain
	18.20(b)(1)?		
4.	Does your organization permit preparation of reports required by the applicable statutes and regulations? (49 CFR 18.20(a)(1))?	X	
5.	Does your organization permit the documentation of funds to a level of expenditure adequate to establish that funds have not been expended in violation of applicable statutes (49 CFR 18.20(a)(2))?	X	
6.	Does your organization contain information pertaining to grant awards and authorizations, obligations, unobligated balances, assets, liabilities, expenditures, and income sufficient to identify the source and application of funds provided for financially-assisted activities? (49 CFR 18.20(b)(2))?	X	
7.	Does your organization have an approved indirect cost rate with the Federal Government that covers the entire proposed period of performance for the grant application?		NO
Procurement Standards			
1.	When procuring property, including equipment and services under grants, does your organization's contract administration system thoroughly document and inventory all equipment purchased with grant funds? (49 CFR 18.32(d)(1))	X	
2.	Does your organization provide controls to ensure safeguards against loss, damage, or theft of the property? (49 CFR 18.32(d)(3))?	X	
3.	Does your organization provide adequate maintenance of the property? (49 CFR 18.32(d)(4))?	X	
4.	Does your organization follow written procurement procedures which (1) avoid unnecessary purchases; (2) provide an analysis of lease and purchase alternatives; and (3) provide a process for soliciting goods and services that maximizes competition to obtain good value? (49 CFR 18.32(d)(5))?	X	
5.	Does your organization define equipment as property that is non-expendable, tangible personal property having a useful life of more than one year and is an acquisition cost valued at \$5,000 or the lesser of the capitalization level established by the State or local government?	X	

PART IV – Administrative Capability			
Instructions: Check the appropriate box to the right for each item. If your organization meets the requirement, check the box in the "Yes" column. If your organization does not meet the requirement described, check the box in the "No/Explain" column. If applicable, provide explanations in the "No/Explain" column or in an attachment.		Yes	No/Explain
	(2 CFR 225 Appendix B, 15.a.(2) and 2 CFR 230, Section 15.a.(2))?		
Personnel			
1.	Does your organization maintain written standards of conduct governing the performance of employees engaged in the award and administration of contracts (e.g., conflict of interest forms)? (49 CFR 18.36(b)(3))?	X	
2.	Does your organization maintain a personnel system which provides for the submission of personnel activity reports on the activities of each employee whose compensation is charged to an assistance agreement? (2 CFR 225 Appendix B, 8.h.(5) and 2 CFR 230 Appendix B, Section 8.m.)	X	
3.	Are your organization's fringe benefits applied reasonably and consistently to all grants and identified by individual employee or allotted by a fringe benefit rate?	X	Direct
Sub-Award System			
1.	Does your organization's sub-award administration system meet Federal requirements? (OMB Circular A-133, Subpart D§ 400(d); 49 CFR Part 18)		N/A - Do Not Sub-Award
2.	Does your organization maintain written procedures outlining sub-grantee responsibilities and include: 1) clauses required by Federal statute and EO's and their implementing regulations, and; 2) a provision for compliance with 49 CFR Part 18.42 in the sub-grantee agreement?		N/A – Do Not Sub-Award

PART V - CERTIFICATION AND SUBMISSION

CERTIFICATION OF APPLICANT'S AUTHORIZED REPRESENTATIVE (REQUIRED):

I certify that the statements I have made on this form and all attachments thereto are true, accurate, and complete. I acknowledge that any knowingly false or misleading statement may be punishable by fine or imprisonment or both under applicable law.

Name Jason W. Ginn

Title Director Grants Administration

Signature 

Date June 5, 2017

MISSISSIPPI

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Years 2018 - 2020

Part 1 - MCSAP Overview

1 - Introduction

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

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

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

For FY 2018, the primary difference in the single year and multi-year CVSP formats, is that objectives, projected goals and activities in the multi-year CVSP will cover the entire multi-year period of FYs 2018 - 2020. The financial information and certifications will be updated each fiscal year.

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

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements (FY 2018 - 2020)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2018 - 2020)
- Part 4: Financial Information (FY 2018)
- Part 5: Certifications and Documents

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

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

2 - Mission/Goal Statement**Instructions:**

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

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

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

3 - MCSAP Structure Explanation

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

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

The Mississippi Department of Public Safety, Motor Carrier Safety Division (MCSD) is the designated lead agency for the Motor Carrier Safety Assistance Program (MCSAP). MCSD is a comprehensive commercial motor vehicle enforcement agency. The MCSD is comprised of thirty (30) Motor Carrier Trooper/Inspectors trained to conduct Driver/Vehicle Safety Inspections in accordance with the Northern American Standard Inspection Procedures. Other MCSD staff include two Compliance Review Officers with one vacant, and fifteen support personnel including New Entrant staff, IT, training, and administrative support. MCSD will partner with the Mississippi Department of Transportation (MDOT) for Fiscal Years 2018-2020 to continue assisting with roadside inspections. MDOT will provide the services of around 166 officers. The relationship with MDOT to MCSD is that of a participation agency in a collaborative effort with MCSD to perform activities in accordance with the standards and procedures approved by the FMCSA as they relate to the performance of vehicle and driver inspections, the placement of vehicles and drivers out of service, and any other requirements imposed through law or regulations pertaining to activities funded through the MCSAP.

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

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

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

4 - MCSAP Structure**Instructions:**

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

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

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

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

Non-funded Agency Information	
Total number of agencies:	1
Total # of MCSAP Participating Personnel:	166

Crash Reduction and National Program Elements

1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 - 2020 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2018, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

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

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

2 - CMV Crash Reduction

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

Trend Analysis for 2012 - 2016

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

Goal measurement as defined by your State: 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			
01/01/2016	12/31/2016	67	1588	1760
01/01/2015	12/31/2015	73	1563	1671
01/01/2014	12/31/2014	83	1383	1650
01/01/2013	12/31/2013	71	1300	1458
01/01/2012	12/31/2012	56	1223	1368

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State:

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

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

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Actual # Fatalities

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

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

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

A & I FMCSA as of June 13, 2017.

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

NARRATIVE:

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

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

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

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

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

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

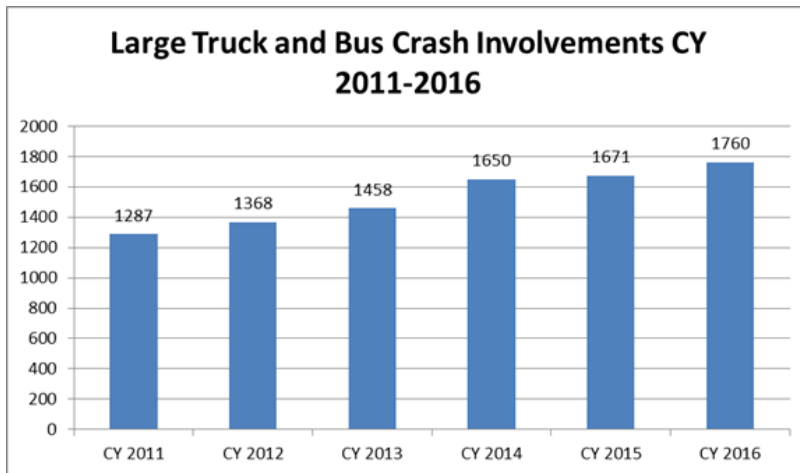
Narrative Overview for FY 2018 - 2020**Instructions:**

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

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

Problem Statement:

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

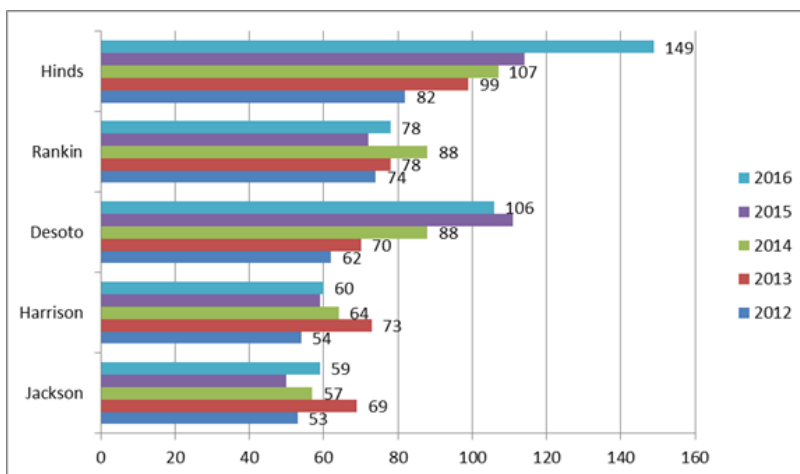


The Mississippi Commercial Motor Vehicle Crash Reduction Plan will continue with the two-pronged approach in FY 2018, FY 2019, and FY 2020, which includes high visibility and public education to address the increase in CMV crashes statewide. MCSD will continue to conduct high visibility enforcement on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

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

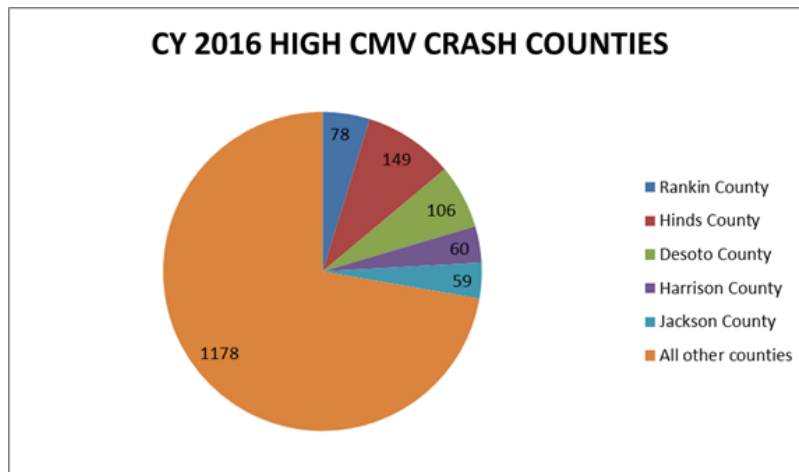
In CY 2016, the top five highly populated counties for large truck fatal and nonfatal crashes were Rankin, Hinds, Desoto, Harrison, and Hinds. With these increased enforcement efforts specifically to these counties, Rankin County's fatal and non-fatal truck crashes increased from 72 in 2015 to 78 during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

2012-2016 Number of CMV Crashes for Top 5 Crash Counties



During CY 2018-2020 the MCSD will focus on the top five CMV crash counties, which

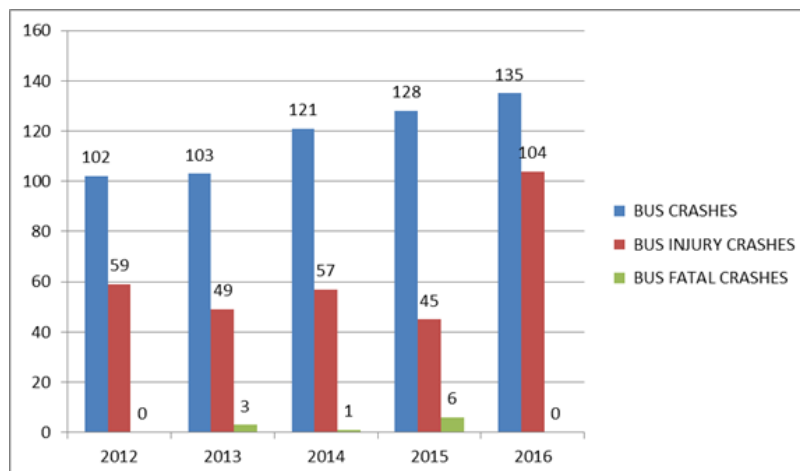
presently include Hinds, Rankin, Desoto, Harrison, and Jackson. Annual reviews of the top five counties will be conducted to determine if different counties account for the highest number of CMV fatalities. These five counties comprise three high crash corridors: (1) Harrison and Jackson Counties 1-10, (2) Hinds and Rankin Counties 1-20, and (3) Desoto County I-55. The focus will remain on these high crash corridors for high visibility traffic enforcement in order to successfully decrease the number of large truck crashes. These five counties accounted for approximately 28% of the 1630 total large truck crashes in the state. Mississippi has a total of 82 counties.



Performance Objective: MCSD will reduce the number of passenger transport crashes by 15% over the next three years by 5% per year, from a total of 135 in CY 2016 to 129 in FY 2018, 123 in FY 2019, and 117 in 2020.

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

CY 2012-2016 BUS CRASHES BY INJURY AND FATAL

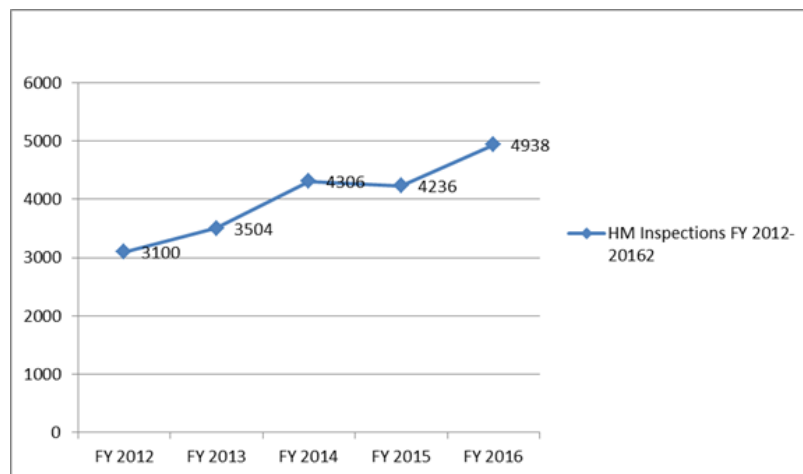


Six fatalities from six fatal crashes were reported in state motor coach/passenger buses during

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

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

HAZARDOUS MATERIAL INSPECTIONS FOR FY 2012- 2016



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

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

Enter the data source and capture date:

A & I June 13, 2017

Projected Goal for FY 2018 - 2020:

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

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

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

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

FY 2018-2020 Program Activities

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

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

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

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

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

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

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

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

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

3 - Roadside Inspections

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

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

Trend Analysis for 2012 - 2016

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

Narrative Overview for FY 2018 - 2020

Overview:

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

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

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

Performance Goal: MCSD plans to conduct at least 62,000 inspections for FY 2018, 63,000 for FY 2019, and 64,000 for FY 2020. MCSD will also plan to meet the 25% requirement for Level 1 inspections and the 33% Level III inspection requirement while increasing the total number of annual inspections. MCSD also plans to continue to increase the number of HM cargo tank inspections during the next three years. During FY 2018-2020, Level 5 inspections will be restricted to requests by FMCSA during a motor carrier strike force or during a compliance review. MCSD inspectors may conduct Level 5 inspections during May and June in order to meet the minimum CVSA requirement of eight per inspector per year.

Performance Measure: To conduct at least 15,500 inspections per quarter, with at least 3875 Level 1 inspections and 5115 Level III inspections, utilizing the 30 MHP troopers and 2 compliance review officers (TOTAL 32) dedicated to the MCSAP program and the assistance of MDOT officers.

MDOT is classified as a non-funded agency.

Projected Goals for FY 2018 - 2020

Instructions for Projected Goals:

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

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

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

MCSAP Lead Agency

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

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

Projected Goals for FY 2018 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	4160	900	142	5202	27.47%
Level 2: Walk-Around	5935	1120	36	7091	37.45%
Level 3: Driver-Only	5440	622	30	6092	32.17%
Level 4: Special Inspections	265	22	2	289	1.53%
Level 5: Vehicle-Only	200	45	15	260	1.37%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	16000	2709	225	18934	

MCSAP subrecipient agency

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

You have not entered any subrecipient information. Visit Part 1, MCSAP Structure to add subrecipient information.

Non-Funded Agencies

Total number of agencies:	1
Enter the total number of non-funded certified officers:	166
Enter the total number of inspections projected for FY 2018:	43066

Summary

Projected Goals for FY 2018 - Roadside Inspections Summary

Projected Goals for FY 2018 Summary for All Agencies					
MCSAP Lead Agency: MS DEPARTMENT OF PUBLIC SAFETY MOTOR CARRIER SAFETY DIVISION					
# certified officers: 32					
Subrecipient Agencies:					
# certified officers: 0					
Number of Non-Funded Agencies: 1					
# certified officers: 166					
# projected inspections: 43066					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	4160	900	142	5202	27.47%
Level 2: Walk-Around	5935	1120	36	7091	37.45%
Level 3: Driver-Only	5440	622	30	6092	32.17%
Level 4: Special Inspections	265	22	2	289	1.53%
Level 5: Vehicle-Only	200	45	15	260	1.37%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	16000	2709	225	18934	

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

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

4 - Investigations

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



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

Trend Analysis for 2012 - 2016

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

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

Narrative Overview for FY 2018 - 2020**Instructions:**

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

Projected Goals for FY 2018 - 2020

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

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

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

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

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

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

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

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

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

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

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

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

The MCSD staff will monitor the evaluation and intervention process through contact with FMCSA staff assisting with compliance review. MCSD shall make use of measurement results to

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

5 - Traffic Enforcement

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

Trend Analysis for 2012 - 2016**Instructions:**

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

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

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

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

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

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

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

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

June 13, 2017 A & I; Daily Activity Report MHSP annual reports

Narrative Overview for FY 2018 - 2020

Instructions:

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

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

Overall, 26 FTE MCSAD troopers spend approximately 15% of their time on traffic enforcement without inspection, 80% traffic enforcement with inspection, and 5% outreach in their respective counties. There are 4 FTE MCSAD Troopers who spend 10% of their time on traffic enforcement without inspection, 70% traffic enforcement with inspection, and 20% public relations and outreach. Two compliance review officers are 100% dedicated to compliance review. MCSAD will develop a schedule of monthly traffic enforcement details focusing on CMVs committing traffic violations. Additional details will be conducted in areas that receive complaints or public notification. These details will operate 2 to 3 days per month utilizing 3 to 4 troopers working nine hour shifts. Details will also be scheduled in high crash corridors which will be manned by 9 to 10 MCSAD troopers working nine hour shifts. MCSAD shall schedule quarterly traffic enforcement details that focus on non-CMV drivers committing traffic violations in close proximity of a CMV.

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

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

Projected Goals for FY 2018 - 2020

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018 - 2020. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

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

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

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

FY 2018 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2018 Activities	Average 2004/05 Activities
62000	118	400	62518	31297

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

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

6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility. ([49 CFR 350.201 \(aa\)](#)) States must achieve full participation (Step 6) by October 1, 2020. Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(cc\)](#).)

For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of at least Step 6 in PRISM, O&M costs are eligible expenses.

These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	No
PRISM	Step 7	No

Available data sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)

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

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

Narrative Overview for FY 2018 - 2020**Problem Statement Narrative and Projected Goal:**

If the State's PRISM compliance is less than Step 6, describe activities your State plans to implement to achieve full PRISM compliance.

Mississippi's PRISM compliance is at Step 7.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to implement full PRISM compliance.

Not Applicable

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

Not Applicable

7 - Public Education and Outreach

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

Trend Analysis for 2012 - 2016

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

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

Narrative Overview for FY 2018 - 2020

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

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

Performance Objective: **MCSD will increase the safety awareness of the motoring public, motor carriers, and drivers through public education and outreach activities by conducting at least 10 carrier safety talks, safety demonstrations, state and local outreach events in FY 2018, 12 in FY 2019 and 15 events in FY 2020.**

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

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

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

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

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

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

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Projected Goals for FY 2018 - 2020

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

			Performance Goals		
Yes	No	Activity Type	FY 2018	FY 2019	FY 2020
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	4	5	7
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2	2	3
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	1	2	2
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	1	1	1

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

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

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

8 - State Safety Data Quality (SSDQ)

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

SSDQ Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	Yes

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2018.

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

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

A & I data June 13, 2017.

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary.

MCSAP will continue its GOOD ratings for State Safety Data Quality during FY 2018, FY 2019, and FY 2020.

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

Not applicable

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

Data will be monitored for any changes or flags quarterly and will be included in the Quarterly PPR reporting.

9 - New Entrant Safety Audits

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

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

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

Trend Analysis for 2012 - 2016

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

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

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

Narrative Overview for FY 2018 - 2020

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

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

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

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

Projected Goals for FY 2018 - 2020

For the purpose of completing the table below:

- **Onsite safety audits** are conducted at the carrier's principal place of business.

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

Projected Goals for FY 2018 - 2020 - New Entrant Safety Audits						
	FY 2018		FY 2019		FY 2020	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	320	0	340	0	360	0
# of Safety Audits (Offsite)	80	0	85	0	90	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	400	0	425	0	450	0
# of Non-Audit Resolutions	420	0	430	0	440	0

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

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

Activity Plan for FY 2018 - 2020: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

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

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

Performance Measure: To complete 400 New Entrant Safety audits in FY 2018, 425 in FY 2019, and 450 in FY 2020 within 3 to 12 months of new carrier entry into the program, ensuring that all Participants are in full compliance with FMCSRs and Hazardous Materials regulations.

The supervisor of the New Entrant section will review audit reports on a monthly basis for completeness and accuracy. Monthly meetings will be held to monitor progress in completing audits

and monitoring the timeline to prevent overdue carriers in the inventory.

Part 3 - National Emphasis Areas and State Specific Objectives

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

1 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2018 - 2020

Enter your State's OOS Catch Rate percentage if below 85 percent: 72%

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

Fiscal Year	Goal (%)
2018	80
2019	85
2020	85

Mississippi Motor Carrier Safety Program has worked diligently to increase the Federal OOS catch rate from a low in FY 2015 of 20%. MCSD put into place a mandatory check for ALL DOT numbers through the FMCSA Data Base before the vehicle can be released from inspection. If no internet is available, the inspectors must call MCSD headquarters to run the DOT number through Query Central. This policy has increased the Federal OOS Catch Rate to 72.37% in FY 2017, an improvement rate of 52.37%. With this policy being strictly enforced, the percentage is projected to continue to rise to 80% in FY 2018, 85% in FY 2019, and to 90% in FY 2020.

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

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

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

Performance Measure: The MCSD will increase the catch rate for carriers operating under a Federal OOS Order from 72% in FY 2017 to 80% in 2018, 85% in FY 2019, and 90% in FY 2020.

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

2 - Passenger Carrier Enforcement

Instructions:

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

Check this box if:

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

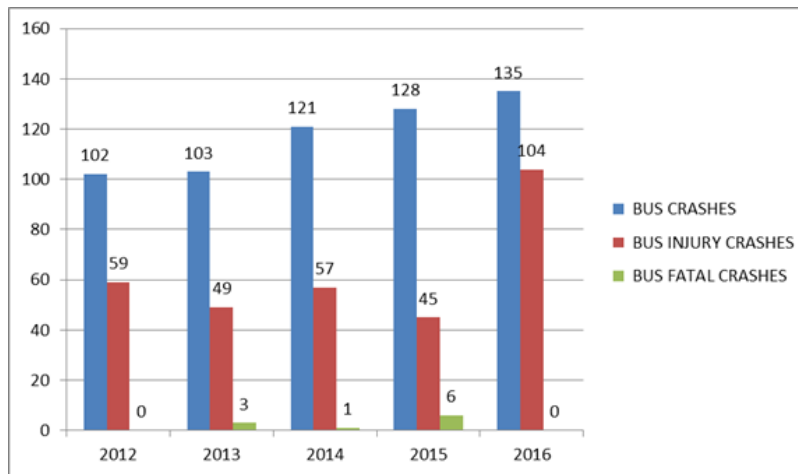
Narrative Overview for FY 2018 - 2020

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

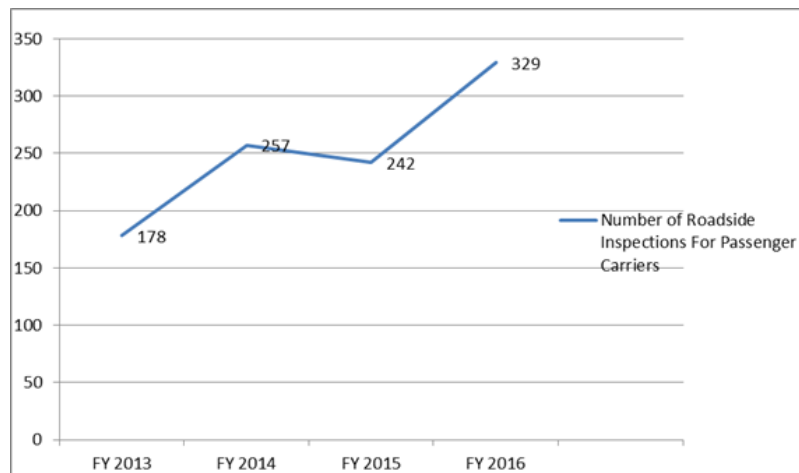
Passenger carrier crashes have been increasing each year in Mississippi, with a 32% increase from 2011 to 2016. Strict enforcement with strike details and enhanced investigations and inspections with FMCSA at carrier locations must continue to stop spiraling trend. There were 135 bus crashes in 2016,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

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

MCSD plans to increase enhanced investigation and inspection efforts in the high traffic areas within the state for FY 2018-2020. At least one bus inspection strike-force detail per quarter or four per year will be performed throughout FY 2018 and will continue into FY 2019 and FY 2020. These activities will include Federal and MCSD efforts. According to MCMIS dated June 13, 2017, for 2012, bus crashes were at 102, with no fatal crashes and 59 injury crashes, and in 2013, there were 103 crashes resulting in three fatalities and 49 injury crashes. IN 2014, there were 121 bus crashes, with one fatal crash and 57 injuries. (Data sources: Data Snapshot as of June 13, 2017, A&I On-Line, MCMIS and FARS).

CY 2012-2016 BUS CRASHES BY INJURY AND FATAL

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

ROADSIDE PASSENGER CARRIER INSPECTIONS FY 2013-FY 2016

Projected Goals for FY 2018 - 2020: Enter the performance goal for the three year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2018,

2019 and 2020 must also be included.

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

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

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

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

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

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

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

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

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

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

3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2017 CVSP.

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

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2017 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

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

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

To reduce the total number of fatalities not wearing seatbelts in CMV related crashes by 5%, based on 72 CMV fatalities with 20 unrestrained drivers and passengers in 2015, to 68 CMV related fatalities and 19 not restrained in 2016.

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

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

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

The decrease in the overall statewide usage rate is being addressed by MCSD in conjunction with the Mississippi Highway Patrol and the Governor's Office of Highway Safety. MCSD has been successful in their attempts to make CMV and non-CMV drivers more aware of the primary seatbelt law in place within the State of Mississippi through strict high visibility enforcement of the primary seat belt law and extensive paid media campaigns such as Click It or Ticket. At least one seat belt presentation was conducted each quarter as well. MCSD and the Department of Public Safety Public Affairs Officer routinely make contact with the general public and industry throughout the state. MCSD

conducted quarterly safety talks and outreach programs within the motor vehicle carrier industry, the general public and civic groups in order to distribute information in regards to seat belt use and the primary seat belt laws in place within Mississippi. MCSD staff will review CMV related crash reports quarterly to evaluate the effectiveness of this strategy. CMV driver fatalities due to the improper use of safety restraints will be tracked and analyzed to determine the success of the industry outreach. Mississippi CMV drivers have shown an increase in seat belt usage, as has the general public. Mississippi's seat belt rate still remains below the National average. Although seat belt usage in Mississippi will remain a priority, this objective will not continue into FY 2018-2020.

Activity #2

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

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

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

Performance Goal: Enter performance objectives including baseline data and goal. MCSD will reduce the number of large truck CMV crashes within Amite, Wilkinson, and Pike Counties by 10% from 42 CMV crashes in 2015 to 38 large truck CMV crashes by the end of 2017.

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

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

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

No problems were observed in meeting this objective. The numbers of large truck crashes remain low in these three counties, and account for only 2% of the state CMV related crashes. This objective has been met, and will not continue into FY 2018-FY 2020..

4 - State Specific Objectives – Future

Instructions:

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

Describe any State-specific objective(s) identified for FY 2018 - 2020. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

(1) Improvement for the Safe and Secure Movement of Hazardous Materials By Enforcement of Traffic Laws and Safety Regulations on HM Cargo Tank CMVs

Narrative Overview for FY 2018 - 2020

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

Problem Statement: The primary mission of the MCSD is to reduce the number and severity of crashes, injuries, fatalities, and hazardous material spills involving commercial motor vehicles. To further this mission, MCAP will focus on the enforcement of traffic laws and safety regulations regarding HM CMVs in order to continue to reduce the number of HM crashes, especially rollover crashes in the state. The safe and secure transporting of HM cargo including gasoline, flammable gases, and crude oil are vital to protect the public and the environment. According to the MS Fatal Accident Reporting System (FARS), in CY 2015, there were 13 CMV related rollover fatalities out of a total of 73 CMV related fatalities. Rollover fatalities accounted for 18% of all CMV related fatalities. Of the 13 CMV related fatalities, nine fatalities or 12% involved the rollover of a CMV heavy truck. In FY 2015, MCSD conducted 71,058 roadside inspections, with 4,236 hazardous materials vehicle inspections. Of the 62,751 roadside inspections conducted during 2014, 4,306 of these inspections were of HM transport vehicles. MCAP will conduct six HM details with emphasis on cargo tank trucks in high crash corridors during FY 2017. These extra details will increase the number of HM inspections and hopefully reduce HM CMV crashes.

Projected Goals for FY 2018 - 2020:

Enter performance goal.

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

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

Objectives: • During FY 18-2020, MCAP troopers will conduct six HM cargo tank truck strike details in areas with high HM traffic, working eight hour shifts with at least eight motor carrier units at each detail. (2) Program Activity Plan The Mississippi Highway Patrol Motor Carrier Division will conduct six extra details with focus on HM Cargo tank CMVs in the high crash corridors consisting of at least eight certified motor carrier units. The Mississippi Highway Safety Patrol, Motor Carrier Safety Division troopers are all certified in HM. These troopers will conduct HM CMV details in the high crash corridor areas and other areas HM cargo tank CMVs travel most frequently. These details will be 8 hour shifts with 10 to 30 Motor Carrier Units present. Each certified HM trooper will be required to conduct 3 level ones per detail. All details will be worked during peak times and days. Data will be monitored monthly and stats forward to State FMSCA. • Task 1. High and low HM visibility enforcement will be used with marked and unmarked enforcement vehicles in the areas of high CMV and HM crash corridors. • Task 2. Cell phone usage, texting,

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

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

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

Part 4 - Financial Information

1 - Overview

The spending plan is a narrative explanation of each budget component, and should support the cost estimates for the proposed work. The plan should focus on how each item will achieve the proposed project goals and objectives, and justify how costs are calculated. The spending plan should be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [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 ([2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable** 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.
 - 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 data forms are displayed by budget category. You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share cannot exceed 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share must be at least 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort** expenditures will be entered in a separate line below each budget category table for FY 2018. MOE expenditures will not, and should not, be included in the calculation of Total Project Costs, Federal share, or State share line items.

New for FY 2018

- **Incorporation of New Entrant and Border Enforcement into MCSAP**

The FAST Act consolidated new entrant and border enforcement under the MCSAP grant. For FY 2018, costs for New Entrant safety audits and border enforcement activities will no longer be captured in separate spending plans. States may opt to identify new entrant and border enforcement costs separately in the budget tables, but are not required to do so.

- **Calculation of Federal and State Shares**

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

The system calculates an 85 percent Federal share and 15 percent State share automatically for States and populates these values in each line. Federal share is the product of Total Project Costs X .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system.

States may change or delete the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate 75 percent of an item to Federal share, and 25 percent of the item to State share. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

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

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

- **Expansion of 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.

The system will confirm that:

- *Federal share plus State share equals Total Project Costs on each line item*
- *Accounting Method is selected in Personnel, Part 4.2*
- *Overtime value does not exceed the FMCSA limit*
- *Planned MOE Costs equal or exceed FMCSA limit*
- *Proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts*
- *Territory's proposed Total Project Costs are within \$5 of \$350,000*

For States completing a multi-year CVSP, the financial information should be provided for FY 2018 only.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$3,826,236.00	\$675,219.00	\$4,501,455.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount):	\$675,219.00
MOE Baseline:	\$107,648.67

2 - Personnel

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

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the eCVSP.

Note: Do not include any personally identifiable information in the eCVSP.

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 of 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. For example, a MCSAP officer spent approximately 35 percent of his 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 annual salary column, enter the annual salary for each position.

Total Project Costs are calculated by multiplying # of Staff X % of Time X Annual 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, then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

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

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP award amount):	\$675,219.00

Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time	Annual Salary	Total Project Costs	Federal Share	State Share
Trooper Inspectors	30	100.0000	\$61,796.80	\$1,853,904.00	\$1,575,818.40	\$278,085.60
Support MC/NE/CR Staff	17	100.0000	\$38,820.00	\$659,940.00	\$560,949.00	\$98,991.00
Subtotal: Salary				\$2,513,844.00	\$2,136,767.40	\$377,076.60
Overtime Project Costs						
Overtime	1	100.0000	\$90,000.00	\$90,000.00	\$76,500.00	\$13,500.00
Subtotal: Overtime				\$90,000.00	\$76,500.00	\$13,500.00
TOTAL: Personnel				\$2,603,844.00	\$2,213,267.40	\$390,576.60
Accounting Method:	Cash					
Planned MOE: Personnel	\$0.00					

Enter detailed explanation of how you came up with the personnel costs.

The MCSD has a total of 30 FTE Troopers (30 Certified Inspectors) working full time on MCSAP eligible enforcement/inspection activities. The salaries were calculated at 62,400

hours @ an average rate of \$29.71 per hour for a total of \$1,853,904.

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

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

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

Overtime is being requested for the MCSD troopers in the amount **of \$75,000, calculated for 2400 hours @ \$37.50 per hour.**

Total Personnel cost: \$2,603,844 (\$2,213,267.40 Federal; \$390,576.60 State)

3 - Fringe Benefits

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

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 have an 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\(b\)](#).

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

The cost of fringe benefits are allowable if:

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

Depending on the State, there are set employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

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

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

The **Fringe Benefit Rate** is:

- The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.
- For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.

The **Base Amount** is:

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8/100 = \$97,200$ Total Project Costs.

The Total Project Costs equal Fringe Benefit Rate X Base Amount divided by 100.

Fringe Benefits Project Costs					
Position(s)	Fringe Benefit Rate	Base Amount	Total Project Costs	Federal Share	State Share
Trooper Inspectors	45.3000	\$1,853,904.00	\$839,818.51	\$713,845.73	\$125,972.78
MCSD/NE/CR Support staff	34.7000	\$659,940.00	\$228,999.18	\$194,649.30	\$34,349.88
Overtime	37.5000	\$90,000.00	\$33,750.00	\$28,687.50	\$5,062.50
TOTAL: Fringe Benefits			\$1,102,567.69	\$937,182.53	\$165,385.16
Planned MOE: Fringe Benefits	\$0.00				

Enter detailed explanation of how you came up with the fringe benefits costs.

Fringe Benefits for support staff are a summation of the actual fringe benefits per employee and include health and life insurance, FICA/SS, and retirement .

Fringe benefits for troopers are 45.3%, calculated as follows: Health/Life insurance @.65%, FICA @ 7.65%, Retirement @ 37%. The budgeted amount of fringe is \$839,818.51 for 30 troopers. The Federal Share is \$713,845.73, state share \$125,972.78.

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

Overtime fringe includes retirement @37% and FICA @ 7.65% or 23.40% total. Fringe for overtime is budgeted @ 33,487.50 (\$28,464.38 Federal; \$5,023.12 State)

TOTAL FRINGE: \$1,102,567.69 (\$937,182.53 Federal; 165,385.16 State)

4 - Travel

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

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

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

Total Project Costs should be determined by State users, and input in the table below.

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

Enter detailed explanation of how you came up with the travel costs.

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

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

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

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

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

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

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

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

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

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

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

5 - Equipment

Equipment is tangible 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 threshold is below \$5,000, check the box below and provide the equipment threshold amount. See §§[200.12](#) Capital assets, [200.20](#) Computing devices, [200.48](#) General purpose equipment, [200.58](#) Information technology systems, [200.89](#) Special purpose equipment, and [200.94](#) Supplies.

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

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

The Total Project Costs equal # of Items x Full Cost per Item x Percentage of Time Dedicated to MCSAP.

Equipment Project Costs						
Item Name	# of Items	Full Cost per Item	% Time Dedicated to MCSAP	Total Project Costs	Federal Share	State Share
Vehicles	12	\$29,430.00	100	\$353,160.00	\$300,186.00	\$52,974.00
Desk top Computers	3	\$1,300.00	100	\$3,900.00	\$3,315.00	\$585.00
Laptop Computers	18	\$1,550.00	100	\$27,900.00	\$23,715.00	\$4,185.00
TOTAL: Equipment				\$384,960.00	\$327,216.00	\$57,744.00
Equipment threshold is greater than \$5,000.						
Planned MOE: Equipment	\$0.00					

Enter detailed explanation of how you came up with the equipment costs.

The MCSAP Unit has a fleet of 37 enforcement vehicles that are 100% dedicated to the MCSAP program. Each of the enforcement vehicles are equippe with computer laptops for the immediate uploading of safety inspections. Twelve of the enforcement vehicles have reached high mileage (75,000 miles or three years) and have outlasted the useful life of a MS Highway Patrol vehicle. These 12 vehicles will be replaced at a cost of approximately \$29,430 each for a total of \$353,160.00. (Federal: \$300,186.00; State: \$52,974)

Due to the demands placed on vehicle based computers and equipment; 18 laptops will be replaced. Laptops cost \$1550 for a total of \$27,900. (Federal: \$23,715; State:\$4185)

Three desktop computers for administrative and IT personnel are requested to replace outdated equipment @ \$1300 each for a total of \$3900. (Federal: \$3315; State \$585)

The total budgeted amount for equipment is \$384,960.00. (Federal: \$327,216.00; State:\$57,744)

6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §§200.20 Computing devices and 200.33 Equipment. Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

List a description of each item requested, including the number of each unit/item, the unit of measurement for the item, and the cost of each item/unit.

Total Project Costs equal #of Units x Cost per Unit.

Supplies Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
General Office Supplies	12	month	\$500.00	\$6,000.00	\$5,100.00	\$900.00
Uniforms & related supplies	41	each	\$600.00	\$24,600.00	\$20,910.00	\$3,690.00
Printer	6	each	\$304.00	\$1,824.00	\$1,550.40	\$273.60
TOTAL: Supplies				\$32,424.00	\$27,560.40	\$4,863.60
Planned MOE: Supplies	\$0.00					

Enter detailed explanation of how you came up with the supplies costs.

Six mobile printers are requested to replace those that are outdated in MCSD patrol vehicles @\$304 each. Total \$1824.00 (Federal: \$550.40; State:\$273.60)

General Office Supplies (paper clips, paper, toner, etc) @ \$500 per month for a total of \$6000 per year.

Uniforms and related supplies for 30 MCSAP troopers and 11 support staff cost on average \$600 per person for a total of \$24,600 (Federal: \$20,910;State:\$3690)

Total Supplies budgeted are \$32,424.00. (Federal: \$27,560.40;State: \$4863.60)

7 - Contractual and Subaward

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

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

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

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

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

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

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

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

Total Project Costs should be determined by State users and input in the table below.

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 used to support (i.e. ITD, PRISM, SSDQ or other services).

Contractual and Subaward Project Costs						
Legal Name	DUNS/EIN	Number	Instrument Type	Total Project Costs	Federal Share	State Share
TOTAL: Contractual and Subaward				\$0.00	\$0.00	\$0.00
Planned MOE: Contractual and Subaward	\$0.00					

Enter detailed explanation of how you came up with the contractual and subaward costs.

8 - Other Costs

Other costs are those not classified elsewhere, such as communications or utility costs. As with other expenses, these must be allocable to the Federal award. The total costs and allocation bases must be shown in the narrative.

Examples of Other costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.) and unit cost must be included. All Other costs must be specifically itemized and described.

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.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, and the cost per unit/item 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 Number of Units x Cost per Item.

Indirect Costs

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

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

Your State will not claim reimbursement for Indirect Costs.

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

Enter detailed explanation of how you came up with the other costs.

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

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

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

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

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

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

9 - Comprehensive Spending Plan

The comprehensive spending plan is auto-populated from all line items in the tables and is in read-only format.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$3,826,236.00	\$675,219.00	\$4,501,455.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$675,219.00
MOE Baseline:	\$107,648.67

Estimated Expenditures			
Personnel			
	Federal Share	State Share	Total Project Costs
Trooper Inspectors	\$1,575,818.40	\$278,085.60	\$1,853,904.00
Support MC/NE/CR Staff	\$560,949.00	\$98,991.00	\$659,940.00
Salary Subtotal	\$2,136,767.40	\$377,076.60	\$2,513,844.00
Overtime	\$76,500.00	\$13,500.00	\$90,000.00
Overtime subtotal	\$76,500.00	\$13,500.00	\$90,000.00
Personnel total	\$2,213,267.40	\$390,576.60	\$2,603,844.00
Planned MOE	\$0.00		

Fringe Benefits			
	Federal Share	State Share	Total Project Costs
Trooper Inspectors	\$713,845.73	\$125,972.78	\$839,818.51
MCSD/NE/CR Support staff	\$194,649.30	\$34,349.88	\$228,999.18
Overtime	\$28,687.50	\$5,062.50	\$33,750.00
Fringe Benefits total	\$937,182.53	\$165,385.16	\$1,102,567.69
Planned MOE	\$0.00		

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

Equipment			
	Federal Share	State Share	Total Project Costs
Vehicles	\$300,186.00	\$52,974.00	\$353,160.00
Desk top Computers	\$3,315.00	\$585.00	\$3,900.00
Laptop Computers	\$23,715.00	\$4,185.00	\$27,900.00
Equipment total	\$327,216.00	\$57,744.00	\$384,960.00
Planned MOE	\$0.00		

Supplies			
	Federal Share	State Share	Total Project Costs
General Office Supplies	\$5,100.00	\$900.00	\$6,000.00
Uniforms & related supplies	\$20,910.00	\$3,690.00	\$24,600.00
Printer	\$1,550.40	\$273.60	\$1,824.00
Supplies total	\$27,560.40	\$4,863.60	\$32,424.00
Planned MOE	\$0.00		

Contractual and Subaward			
	Federal Share	State Share	Total Project Costs
Contractual and Subaward total	\$0.00	\$0.00	\$0.00
Planned MOE	\$0.00		

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

Total Costs			
	Federal Share	State Share	Total Project Costs
Subtotal for Direct Costs	\$3,826,237.33	\$675,218.36	\$4,501,455.69
Total Costs Budgeted	\$3,826,237.33	\$675,218.36	\$4,501,455.69
Total Planned MOE	\$117,426.19		

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.

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$3,826,236.00	\$675,219.00	\$4,501,455.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$675,219.00
MOE Baseline:	\$107,648.67

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs	Planned MOE Costs
Salary Subtotal	\$2,136,767.40	\$377,076.60	\$2,513,844.00	NA
Overtime Subtotal	\$76,500.00	\$13,500.00	\$90,000.00	NA
Personnel Total	\$2,213,267.40	\$390,576.60	\$2,603,844.00	\$0.00
Fringe Benefits Total	\$937,182.53	\$165,385.16	\$1,102,567.69	\$0.00
Travel Total	\$142,392.00	\$25,128.00	\$167,520.00	\$0.00
Equipment Total	\$327,216.00	\$57,744.00	\$384,960.00	\$0.00
Supplies Total	\$27,560.40	\$4,863.60	\$32,424.00	\$0.00
Contractual and Subaward Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Costs Total	\$178,619.00	\$31,521.00	\$210,140.00	\$117,426.19
	85% Federal Share	15% State Share	Total Project Costs	Planned MOE Costs
Subtotal for Direct Costs	\$3,826,237.33	\$675,218.36	\$4,501,455.69	\$117,426.19
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$3,826,237.33	\$675,218.36	\$4,501,455.69	\$117,426.19

Part 5 - Certifications and Documents

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

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

1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. If any of these items are not done, this part cannot be marked complete on the Dashboard. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Captain Scott Carnegie
2. What is this person's title? Director of DPS MCSD
3. Who is your Governor's highway safety representative? Mr. Ray Slms
4. What is this person's title? Executive Director, DPS Public Safety Planning

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

☐ Yes ☒ No

State Certification declaration:

I, Captain Scott Carnegie, Director of DPS MCSD, on behalf of the State of MISSISSIPPI, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

You must answer all three questions and indicate your acceptance of the certification declaration in order to check this part complete on the Dashboard. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Captain Scott Carnegie
2. What is the title of your certifying State official? Director of DPS MCSD
3. What are the phone # and email address of your State official? 601-987-1454; scarnegie@dps.ms.gov

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

☒ Yes ☐ No

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

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

3 - New Laws/Legislation/Policy Impacting CMV Safety

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

☐ Yes ☒ No

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

☐ Yes ☒ No



State of Mississippi

Department of Public Safety

Title VI Program Plan

Title VI Program Policy Statement

The Mississippi Department of Public Safety (Department), as recipient of Federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related nondiscrimination authorities, ensure that no person shall on the grounds of race, color, national origin, sex, age, disability, low-income, and limited English proficiency (LEP) be excluded from participation in, or denied the benefits of, or otherwise be subjected to discrimination under any Department programs or activities. The nondiscrimination statement signed by its executive director is located at Attachment 1.

The Department is committed to comply with 49 CFR Part 21 and 49 CFR Part 303. The Department's updated Title VI Program Assurances signed by its executive director are located at Attachment 4.

The Equal Employment Officer (EEO) serves as the Department's Title VI/Nondiscrimination Coordinator. Darrell Walker is EEO for Mississippi Department of Public Safety. The EEO is responsible for the implementation of the Department's sexual harassment and discrimination policy which involves the education, prevention, and investigation of claims of discrimination and/or sexual harassment and unprofessional conduct. As the Title VI/Nondiscrimination Coordinator for the Department, Mr. Walker is responsible for coordinating with my Program Directors and affected personnel to effectively implement the Title VI Program.



Colonel Chris Gillard, Executive Director

7-28-17

Date:

FMCSA Title VI Program Assurance

49 CFR 21.7 requires assurances from the Department that no person in the United States shall, on the grounds of race, color, or national origin (including sex, age, disability, low-income, and LEP under the FMCSA Title VI Program), be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity for which the recipient receives Federal assistance from the Federal Motor Carrier Safety Administration (FMCSA). The Department's updated Title Assurance signed by its executive director is located at Attachment 4.

Title VI Program Coordinator

The Department's Title VI program has been established in accordance with federal rules under 49 CFR Part 21 and falls within the scope of responsibilities of the Equal Employment Opportunity Office. The Equal Employment Officer (EEO) serves as the Department's Title VI/Nondiscrimination Coordinator. The EEO and Internal Affairs Department is responsible for the implementation of the Department's sexual harassment and discrimination and /or sexual harassment and unprofessional conduct. The EEO's office is located in Jackson and coordinates all complaints filed, conducts investigations, and maintains the files on all applicable files under this policy. Upon the completion of any investigation and review by the respective assistant director, special section head, or director's office, the investigation file and copies of all correspondence must be submitted to the Equal Employment Opportunity Office. The complaints and files maintained by the Equal Employment Opportunity will be confidential to the extent allowed by state and federal law.

See Attachment 2, the Departments Organizational Structure and Attachment 3, designation of Title VI Officer.

Federal-Aid Programs

The state of Mississippi has a comprehensive commercial vehicle safety program (CVSP) that includes driver/vehicle inspections, traffic enforcement, compliance reviews, new entrant audits, public education, data collection, data quality, and commercial vehicle enforcement personnel training. The CVSP as well as all FMCSA grant related programs seek to benefit the general public and this includes all at large members regardless of race, color, national origin, sex, age, disability, low-income, or limited English proficiency (LEP)

The Driver License Division enhances public safety through the licensing of competent drivers, the removal of unsafe drivers and vehicles from roadways, and promoting vehicle training, and safety initiatives. The Department provides these services for the benefits of the general public regardless of race, color, national origin, sex, age, disability, low-income, or LEP.

Department Wide Objective

The broad objective of the Mississippi Department of Public Safety is: "To Maintain Public Safety in the State of Mississippi". The Department works toward the attainment of this objective within existing regulations and in cooperation with other agencies and persons with mutual or related responsibilities. It seeks to preserve the peace and to protect the persons, property, rights, and privileges of all people in the state of Mississippi.

The basic doctrine of the Mississippi Department of Public Safety is as follows:

- a. The Mississippi Department of Public Safety accepts its responsibilities as a public trust. It is our policy to discharge with dispatch any responsibility to the fullest extent with maximum benefits for the public.
- b. It is policy of the department to afford maximum courtesy, service, and safety to all members of the public and visitors in this state.
- c. The department recognizes that government exists for the benefit of the governed-the people. Enforcement and regulatory actions persons are carried out for the benefits of society as a whole. The Department does not act to adjudicate or rectify injustice, inequities, or wrong between individuals, But acts only to maintain order for the preservation and protection of society as a whole.
- d. It is solemn obligation of members of the department to uphold the constitutions of the United States and the State of Mississippi as well as to enforce the statutory enactments. Constitutional provision take precedence over statutory enactments. In the enforcement of the provisions of a statute, personnel of the department of public safety will refrain from infringing upon any rights or privileges guaranteed by the constitutions.
- e. The department recognizes that the basic responsibility for the enforcement of the criminal laws rests with the local officers in their respective jurisdictions. It is the policy of the department to cooperate with and assist local officers fully in these matters but to leave the basic responsibility to them unless specifically assigned to do otherwise.
- f. It is policy of the department to assume primary responsibility for traffic supervision on the highways of this state, including the regulation of commercial traffic.
- g. The department will cooperate with all governmental agencies discharging its statutory duties when assistance is consistent with state law departmental policies and regulations.

The United States Department of Transportation

Standard Title VI/Non-Discrimination Assurances

DOT Order No. 1050.2A

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

Statutory/Regulatory Authorities

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

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

Although not applicable to Recipients directly, there are certain Executive Orders and relevant guidance that direct action by Federal agencies regarding their federally assisted programs and activities to which compliance is required by Recipients to ensure Federal agencies carry out their responsibilities. Executive Order 12898, 3 C.F.R. 859 (1995), entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" emphasizes that

Federal agencies should use existing laws to achieve environmental justice, in particular Title VI, to ensure nondiscrimination against minority populations. Recipients should be aware that certain Title VI matters raise environmental justice concerns and FHWA intends that all recipients evaluate and revise existing procedures (as appropriated) to address and implement environmental justice considerations. See the following FHWA website for more information and facts about environmental justice: <http://fhwa.dot.gov/environment/ejustice/facts/index.htm>;

Additionally, Executive Order 13166, 3 C.F.R. (2001) on limited English proficiency, according to the U.S. Department of Justice in its Policy Guidance Document date August 16, 2000 (65 Fed. Reg. at 50123), VI the responsibilities associated with the "application of Title VI's prohibition on national origin discrimination when information is provided only in English to persons with limited English proficiency." When receiving Federal funds Recipients are expected to conduct a four-factor analysis to prevent discrimination based on national origin. (See also U.S DOT's "Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons," dated December 14, 2005, (70 Fed. Reg. at 74087 to 74100): policy guidance is a useful resource when performing a four-factor analysis).

General Assurance

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

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

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

Specific Assurances

More specifically, and without limiting the above general assurance, the recipient agrees with and gives the following assurance with respect to its federally assisted FMCSA program:

1. The recipient agrees that each "activity," "facility," or "program," as defined in 21.23(b) and (e) of 49 C.F.R. 21 will be (with regard to an "activity") facilitated, or will be (with regard to "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the acts and the regulations;
2. The recipient will insert the following notification in all solicitations for bids, request for proposals for work, or material subject to the acts and the regulations made in connection with all Federal Motor Carrier Safety Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source.

"The (Title VI of Recipient), in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, all contractors will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner's race, color, national origin, sex, age, disability, income-level, or LEP in consideration for an award."

3. The recipient will insert the clauses of Appendix A and E of this assurance in every contract or agreement subject to the acts and the regulations;

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

5. If the recipient receives federal financial assistance to construct a facility, or part of a facility, the assurance will extend to the entire facility and facilities operated in connection therewith;

6. If recipient receives federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, or under such property;

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

a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and

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

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

a. the period during which the property is used for a purpose in which the federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or

b. the period during which the recipient retains ownership or possession of the property.

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

10. The recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the FMCSA access to records, accounts, documents, information, facilities, and staff. Recipient also recognizes that it must comply with any program or compliance reviews, and/or compliant investigations conducted by the FMCSA. Recipient must keep records, reports, and submit the materials for review upon request of FMCSA, or its designee in a timely, complete, and accurate way. Additionally, recipient must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance. The Mississippi Department of Public Safety gives this assurance in consideration of and for obtaining any federal grants, loans, contracts, agreements, property, and/or discounts, or federal-aid and federal financial assistance extended after the date hereof to the recipients by the Department of Transportation under the FMCSA program. This assurance is binding on [Mississippi], other recipients, sub-recipients, sub-grantees, contractors, subcontractors, and their subcontractors', transferees, successors in interest, and any other participants in the FMCSA program. The person(s) signing below is authorized to sign this assurance on behalf of the recipient.

Mississippi Department of Public Safety

By



(Signature of Authorized Official)

Date

7-28-17

MISSISSIPPI DEPARTMENT OF PUBLIC SAFETY ORGANIZATIONAL CHART



GOVERNOR



COMMISSIONER OF PUBLIC SAFETY



**Assistant Commissioner
Director of Highway Patrol**

**Lt. Colonel
Enforcement Division**

**GOVERNMENTAL
AFFAIRS**

**MHP
ENFORCEMENT
DIVISION**

**INTERNAL
AFFAIRS**

**MOTOR CARRIER
SAFETY DIVISION**

TRAINING

**FLEET
OPERATIONS**

PROPERTY / SUPPLY

COMMUNICATIONS

MBI

**INTERNAL
SECURITY**

**AIR
OPERATIONS**

**DRIVER
SERVICES**

**EQUAL
OPPORTUNITY
EMPLOYMENT**

**DIRECTOR
OF
SUPPORT SERVICES**

**DEPUTY
ADMINISTRATOR**

PSP

LEGAL

**PUBLIC
AFFAIRS**

MBN

MLEOTA

**HOMELAND
SECURITY**

**CRIME
STOPPERS**

**CRIME
LAB**

**MEDICAL
EXAMINER**



Assurance Appendix A

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

1. Compliance with regulations: The contractor (hereinafter includes consultants) will comply with the acts and the regulations relative to nondiscrimination in federally-assisted programs of the U.S. Department of Transportation, Federal Motor Carrier Safety Administration (FMCSA), that may be amended, which are herein incorporated by reference and made a part of this contract.

3. Solicitations for subcontractors, including procurements of materials and equipment: in all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurement of materials, or lease of equipment, each potential subcontractor, or supplier will be notified by the contractor of the contractor's obligations under this contract and the act and the regulations relative to nondiscrimination on the grounds of color, race, national origin, sex, age, disability, income-level, or LEP.

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

5. Sanctions for nondiscrimination: In the event of a contractor's noncompliance with the nondiscrimination provision of this contract, the recipient will impose such contract sanctions as it or the FMCSA may determine to be appropriate, including, but not limited to:

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

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

Assurance Appendix B
Clauses for Deeds transferring United States property

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

Now, Therefore, the Department of Transportation as authorized by law and upon the condition that the Mississippi Department of Public Safety will accept title to the lands and maintain the project constructed thereon in accordance with Mississippi state legislative authority, the regulations for the administration of Federal Motor Carrier Safety Administration (FMCSA) program, and the policies and procedures prescribed by the FMCSA of the Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, code of federal regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, nondiscrimination in Federally-assisted Programs of the Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. 2000d to 2000-4), does hereby remise, release, quitclaim, and convey the Mississippi Department of Public Safety all the rights, title, and interest of the Department of Transportation in and to said lands.

Habendum Clause

To have and to hold said lands and interests therein unto the Mississippi Department of Public Safety and its successors forever, subject, however, to the covenants, conditions, restrictions, and reservations herein contained as followed: with will remain in effect for the period during which the real property or structure are used for a purpose for which federal financial assistance is extended or for another purpose involving the provision of similar or benefits and will be binding on the Mississippi Department of Public Safety, its successors and assigns.

Assurance Appendix C
Clause for Transfer of Real Property Acquired or Improved under
the Facility or Program

The following clauses will be included in deeds, licenses, permits, or similar instruments entered into by the Mississippi Department of Public Safety pursuant to the provisions of Assurance.

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

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

B. With respect to a licenses, leases, permits, deed, etc., in the event of breach of any of the above non-discrimination covenants, the Mississippi Department of Public Safety will have the right to enter or re-enter the lands and facilities thereon, and the lands and facilities will there upon revert to and vest in and become the absolute property of the Mississippi Department of Public Safety.

**Appendix E – United States Department of Transportation Standard
Title VI/Non-Discrimination Assurance (DOT Order No. 1050, 2a)**

**Assurance Appendix D
Clauses for Construction/Access to Real Property acquired
Under the Activity, Facility, or Program**

The following clauses will be included in deeds, license, permits, or similar instruments/agreements entered into by the Mississippi Department of Public Safety pursuant to the provisions of Assurance:

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

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

- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, the Mississippi Department of Public Safety will there upon revert to and vest in and become the absolute property of the Mississippi Department of Public Safety and its assigns.

ASSURANCE APPENDIX E

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

Title VI of the Civil Rights Act of 1963 (42 U.S.C. 2000d et seq, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin), as implemented by 49 C.F.R. 21 et seq. and 49 C.F.R. 303;

Appendix E – United States Department of Transportation Standard Title VI/Non-Discrimination Assurance (DOT Order No. 1050.2A)

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);

Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), (prohibits discrimination on the basis of sex);

Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;

The Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);

Airport and Airway Improvement Act of 1982, (49 U.S.C. 471, section 47123), as amended, (prohibits discrimination based on race, color, creed, national origin, or sex);

The Civil Rights Restoration Act of 1987, (102 Stat. 28.), ("....which restore (d) the broad scope of coverage and to clarify the application of title IX of the Education Amendment of 1972, section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, and title VI of the Civil Rights Act of 1964.");

Title II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. 12131 – 12189) as implemented by Department of Justice regulations at 28 C.F.R. parts 35 and 36, and Department of Transportation regulations at 49 C.F.R. parts 37 and 38;

The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. 47123), (prohibits discrimination on the basis of race, color, national origin, and sex);

Executive Order 12898, Federal Actions to address environmental justice in minority populations and low-income populations, which ensures non-discrimination against minority populations by discourage programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;

Executive Order 13166, Improving access to service for persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English Proficiency (LEP). To ensure compliance with Title VI, recipient must take reasonable steps to ensure that LEP persons have meaningful access to your program (70 Fed. Reg. at 74087 to 74100);

Title VI of the Education Amendments of 1972, as amended, which prohibits the recipient discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.), implemented by 49 C.F.R. 25.1 et seq.

- (h) It is policy of the department to assign available manpower in any field service to the areas of the state in proportion to the amount of the statewide problem of that service existing in any particular area so that the department may, as nearly as practicable, render to all citizens their equitable share of the service available.

Program Mission and Responsibilities

The basic mission and responsibility of the Mississippi Department of Public Safety's Commercial Vehicle Enforcement Service is weighing and checking commercial vehicles traffic operating over the public highways of this state so that compliance with the statutory provisions of law regulating weight, motor carrier safety, registration, transportation of persons, hazardous material, and other property can be obtained.

Specifically, the Motor Carrier Safety Assistance Program (MCSAP) in Mississippi supports the goals of the Mississippi Department of Public Safety are to reduce commercial vehicle crashes through the enforcement of federal and state motor carrier safety regulations and securing compliance with traffic laws and regulations applicable to the operation of all vehicles.

In addition, the Mississippi Department of Public Safety will continue to seek the voluntary compliance of carriers and drivers with the motor carrier safety and hazardous materials regulations by taking the appropriate enforcement action for law violations committed by operators of commercial and passenger vehicles, providing carriers with official notice of equipment defects and/or negligence, compiling statistical information in order to determine problem areas related to equipment defects and drivers negligence, and providing educational material to motor carriers and drivers.

The Mississippi Department of Public Safety will continue to train state partner Mississippi Department of Transportation enforcement division to assist in its efforts to aggressively accomplish the state goals.

Commercial Vehicle Enforcement troopers are responsible for routine law enforcement duties, and have a primary responsibility for enforcing the Motor Carrier Safety Regulations and other laws and regulations involving hazardous materials shipments, commercial drivers licensing, and insurance, size, weight, registration, and operating authority of commercial vehicles.

The Driver License Division is responsible for licensing competent drivers, the removing the driving privileges of unsafe drivers, and promoting vehicle training and safety initiatives. Additionally, it provides quality, timely, and essential services to law enforcement, criminal justice partners, and customers. The Department provides these services for the benefit of the general public regardless of race, color, religion, national origin, sex, age, or disability.

The Driver License Division is responsible for the following major activities:

Driver License Field Service

- Process applications for driver licenses and identification cards.

- Examination of new drivers

- Improvement and control of problem drivers.

- Traffic and criminal law enforcement by Driver License Field Service commissioned Officers.

Driver License Division Headquarters Service

- License issuance, renewal, record keeping, and information

Evaluation and processing of problem driver records

Evaluation and processing of accident records for compliance with the Safety Responsibility Act.

Maintain the traffic accident records system in accordance with state and federal Regulations.

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

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

Information related to the Department's Title VI/Non-Discrimination obligations will be added to the agency web site during the FY 2017 period and the web address will be provided in future submissions.

Title VI information posters shall be prominently and publicly displayed at the Mississippi Department of Public Safety. The name of the Title VI coordinator is available on the Mississippi Department of Public Safety web-site. Additional information relating to non-discrimination obligation can be obtained from the Title VI coordinator.

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

Sub Recipient Review Procedures

The Department has no MCSAP grant sub recipients.

Title VI Program Training

All new employees will be required to complete training on agency EEO and EO policies, including Title VI Program requirements, within 30 days of initial hire. An acknowledgement of training for each employee will be kept in Human Resources. All employees are required to complete supplemental training on agency EEO policies every two years.

During New Employment Orientation, new employees as well as existing employees shall be informed of the provision of Title VI Program, and will be provided a copy of the Title VI Program and will be required to sign the Acknowledgement of Receipt.

Access to Records

The Equal Employment Opportunity Office maintains the files on all applicable files under this policy. Upon the completion of any investigation and review by the respective assistant director, special section head, or director's office, the investigation file and copies of all correspondence must be submitted to the Equal Employment Opportunity Office. The complaints and files maintained by the Equal Employment Opportunity Office will be confidential to the extent allowed by state and federal law. Any information related to a complaint investigation and Title VI Program Compliance Review will be made available to FMCSA upon request during normal business hours.

Complaint Disposition Process

Effective public safety depends upon the personal integrity discipline of law enforcement professionals. A vigorous complaint investigation process protects both the public and members of the Department. Therefore, the Department will receive complaints of employee misconduct in a manner that is open and courteous. The Department will determine the validity of complaints alleging employee misconduct objectively, impartially, and without preconception.

The Department is required by Mississippi law to have procedures following filing of any type of complaint against one of its employees. Department policy requires any department employee who is contacted by an individual seeking to complain about the employee's conduct will refer the complaining individual to the employee's immediate supervisor, and any employee of the department who is contacted by an individual seeking to complain about the conduct of another department employee's conduct must accept any written materials offered and, in addition attempt to obtain the name, address, telephone number, nature of the complaint, name(s) of employee(s) against whom the complaint is being made, date, and location of the alleged incident and the names of any witnesses to the alleged incident. The employee receiving the complaint will refer such complaint data to the employee's supervisor at the earliest practical time. Based on the nature of the complaint, it will be routed to the appropriate party for handling. Title VI related complaints will be routed to the EEO office an internal Affairs office. Additionally, there are methods of submitting complaints on the Department's website.

According to Department policy, the investigation shall be the top priority of the investigator and completed as thoroughly and quickly as possible. The purpose of the investigation is to seek out the truth and ascertain the facts. The importance of conducting a thorough, accurate, and objective investigation and preparing an accurate and detailed report cannot be overemphasized. The decision(s) made as a result of the investigation may affect the future and good name of the accused, the complainant, and the Department. The investigator should interview the complainant, the alleged violator, and any other parties who could reasonably be expected to have relevant information. All and any supporting documentation, physical evidence, and other information that may help establish the facts and assist the investigator in determining the credibility of those interviewed should be reviewed and noted in the investigator's report.

Upon request, all employees of the Mississippi Department of Public Safety are required to participate in investigations conducted under this chapter. All employees shall cooperate fully and shall answer all questions truthfully and thoroughly. Employees shall not obstruct or interfere with the filing of a report of complaint or with any aspect of the investigation. Prompt investigation of all reports of violations of this policy is required.

- a. A determination of whether an investigation is conducted should be made within five (5) working days of the Equal Employment Opportunity Officer's receipt of a formal complaint or the written statement from the employee.
- b. The amount of time it will take the investigator to complete a thorough investigation will vary based on the circumstance and complexity of the complaint. However, the investigation should be completed within fifteen (15) working days from the initiation of the investigation. Any extension of this deadline must be obtained from the EEO Officer, Internal Affairs Officer,

Status of Corrective Actions to Address Previously Identified Deficiencies Identified by FMCSA

The Department has not undergone a Title VI Program Compliance review.

Community Participation Process

The Mississippi Department of Public Safety provides services/activities to the public in the form of motor vehicle licensure tests.

In the event the Mississippi Department of Public Safety increases or decreases the number of publically-accessed facilities and /or the services provided/activities conducted at certain publically-accessed facilities, the Mississippi Department of Public Safety will conduct outreach to the public. The purpose of the outreach is to inform affected members of the public (customers) of the proposed change(s) and to solicit comments regarding the proposed change(s). The Mississippi Department of Public Safety will conduct the following to accomplish this outreach.

The Mississippi Department of Public Safety will prepare a stakeholders list to identify both affected customers (both benefited and burdened by the program) and any advocacy groups, churches, community-based organizations, and other advisory bodies. This list will included demographic information for affected customers regarding race, color, national origin, (including Limited English Proficient individuals), sex, age, disability, and income-level.

The stakeholders list will be sufficiently inclusive to ensure that the news of the proposed change(s) is communicated to the greatest number of customers;

The Mississippi Department of Public Safety will determine an effective number of public meetings to be held in strategically-significant areas and at appropriate times to reach the greatest number of customers. The Department's method of communicating the news of the public meeting(s) will be via hard copy publications, electronic media (department website, social media, facebook, twitter), and stakeholder group listed above;

The outreach news will be communicated in an accessible and inclusive manner (including foreign language translations, if necessary) to promote effective public participation and will be free of linguistic, cultural, economic, or historical barriers;

The Mississippi Department of Public Safety will ensure the public meeting(s) have reasonable time to provide attendees to provide comments regarding the proposed change(s);

The Mississippi Department of Public Safety will review and analyze at the conclusion of the outreach effort the impact to all customers (regardless of a customer's race, color, national origin, sex, age, disability, income-level, or LEP) regarding their ability to access the facilities/services both prior to the proposed change(s) and following the proposed change(s). The analysis will be sufficiently detailed so that the ultimate conclusion as to how the proposed change(s) will impact customers is well-documented;

The Mississippi Department of Public Safety will prepare a detailed record to capture all aspects of the outreach effort;

The Mississippi Department of Public Safety will submit the record to FMCSA for comments deemed appropriate following the review of the records;

The Mississippi Department of Public Safety will implement all changes received by FMCSA;

The Mississippi Department of Public Safety will monitor customer communications for the period of six (6) months for reactions to the change;

The Mississippi Department of Public Safety will be prepared to adjust to the change(s) as appropriate dependent upon actual impact to customers;

The Mississippi Department of Public Safety will notify beneficiaries of protection available to them under the Title VI Program. The Department will notify the public of procedures for filing Title VI complaint. The Department will refer to the **Notification to Beneficiaries/Participants** section of this Plan regarding how to implement this requirement.



Mississippi Department of Public Safety

Motor Carrier Safety Division

TITLE VI PROGRAM COMPLAINT FORM



Please print clearly:

Name: _____

Address: _____

City _____ State _____ Zip Code _____ Date of Birth ____/____/____

(W) Phone _____ (H) Phone _____ (C) Phone _____ SS# ____/____/____

Message _____

Person discriminated against: _____

Address of person discriminated against: _____

City _____ State _____ Zip Code _____

Please indicate why you believe the discrimination occurred:

☐ Race ☐ National Origin ☐ Sex ☐ Age ☐ Disability ☐ Income Status ☐ Limited English Proficiency

What was the date of the alleged discrimination? _____

Where did the alleged discrimination take place? _____

Please describe the circumstances as you saw it: _____

Please list any and all witnesses:

Name	Address	Phone
------	---------	-------

Name	Address	Phone
------	---------	-------

What type of corrective action would you like to see taken? _____

Please attach any documents you have which support the allegation. Please **date** and **sign** this form and **send** to the **Title VI Program Coordinator** at:

Mississippi Department of Public Safety,
Lt. Darrell Walker, Title VI Coordinator
1900 East Woodrow Wilson
Jackson, Mississippi 39216

Name	Date	Signature	Date
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Name	Date	Title VI Program Coordinator	Date
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Public Notice of Title VI Programs Rights

The **Mississippi Department of Public Safety** gives public notice of its' policy to uphold and assure full compliance with the non-discrimination requirements of Title VI of the Civil Rights Act of 1964 and related Nondiscrimination authorities. Title VI and related Nondiscrimination authorities stipulate that no person in the United States of America shall on the grounds of race, color, national origin, sex, age, disability, income level, or Limited English Proficiency be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance.

Any person who desires more information regarding **Mississippi Department of Public Safety's** Title VI Program can contact its Title VI Coordinator Lieutenant Darrell Walker at the address noted below.

Any person who believes they have, individually or as a member of any specific class of persons, been subjected to discrimination on the basis of race, color, national origin, sex, age, disability, income level, or Limited English Proficiency has the right to file a formal complaint. Any such complaint must be in writing and submitted within 180 days following the date of the alleged occurrence to:

**Lieutenant Darrell Walker
Mississippi Department of Public Safety
1900 East Woodrow Wilson
Jackson, Mississippi, 39216**



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

COLONEL
CHRISTOPHER C. GILLARD
DIRECTOR

LT. COLONEL RANDY C. GINN
DEPUTY DIRECTOR

July 27, 2017

Mr. Lester Finkle
FMCSA National Title VI Program Manager
Federal Motor Carrier Safety Administration
Washington, D.C.
(202)-366-4474
Lester.finkle@dot.gov

Dear Mr. Finkle,

In accordance with 23 CFR 200.9n (b) (1), I am designating Lt. Darrell Walker as the Mississippi Department of Public Safety's Title VI/Non-Discrimination Coordinator. With support from the Department's administration, the EEO is responsible for all aspects of the Title VI Program and has been delegated sufficient authority and responsibility to effectively carry out the assigned to this position. Please find his contact information below.

Lt. Darrell Walker
Mississippi Department of Public Safety
Mississippi Highway Safety Patrol
1900 East Woodrow Wilson Drive
Jackson, MS. 39216
(601)-382-7885
dwalker@dps.ms.gov

Sincerely,

Colonel Chris Gillard
Asst. Commissioner
Director of MHSP

MISSISSIPPI

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Years 2018 - 2020

Part 5 - Certifications and Documents

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

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

1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. If any of these items are not done, this part cannot be marked complete on the Dashboard. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Captain Scott Carnegie
2. What is this person's title? Director of DPS MCSD
3. Who is your Governor's highway safety representative? Mr. Ray Slms
4. What is this person's title? Executive Director, DPS Public Safety Planning

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

☐ Yes ☒ No

State Certification declaration:

I, Captain Scott Carnegie, Director of DPS MCSD, on behalf of the State of MISSISSIPPI, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

You must answer all three questions and indicate your acceptance of the certification declaration in order to check this part complete on the Dashboard. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Captain Scott Carnegie
2. What is the title of your certifying State official? Director of DPS MCSD
3. What are the phone # and email address of your State official? 601-987-1454; scarnegie@dps.ms.gov

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

☒ Yes ☐ No

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

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

3 - New Laws/Legislation/Policy Impacting CMV Safety

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

☐ Yes ☒ No

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

☐ Yes ☒ No

MISSISSIPPI

Maintenance of Effort Substantiation for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Federal Fiscal Year 2016

FFY 2016 MCSAP Maintenance of Effort Substantiation Document

1 - MOE Substantiation Document

Each federal fiscal year the State must maintain the average maintenance of effort of the Lead State Agency in order to meet the requirements outlined in [49 CFR 350.301](#). The State must include MCSAP eligible costs associated with activities performed by the Lead State agency during Federal Fiscal Year (FFY) 2016 (October 1, 2015 through September 30, 2016).

Lead MCSAP Agency:

Mississippi Department of Public Safety Motor Carrier Safety Division

Maintenance of Effort (MOE) is determined by subtracting the sum of Federal grant funds and State matching funds from total MCSAP eligible CMV safety program expenses, then comparing that total to the baseline MOE level. The baseline MOE level is the average of expenditures for FFYs 2004 and 2005.

The following information is collected in the FFY 2016 MOE Substantiation document:

- **MCSAP Eligible Expenditures:** These costs are all the MCSAP eligible expenditures incurred by the lead MCSAP agency in FFY 2016. These costs are broken out by budget categories (e.g. personnel, fringe benefits, travel, etc.). Do not include indirect cost calculations in this total.
 - Do not include expenditures that were reimbursed, in whole or in part, by other federal funds or used as matching funds for any other federal grant program.
 - Do not include expenditures by subrecipients and non-funded state or local agencies.
- **Indirect Costs:** These costs are the approved MCSAP eligible indirect costs incurred by the MCSAP lead agency in FFY 2016, if applicable.
 - Enter '0' into the table if there were no eligible indirect costs in FFY 2016.
 - Enter '0' into the table if no indirect costs for FFY 2016 were claimed for reimbursement.
- **Federal Grant Funds:** These costs are the total Federal MCSAP grant funds expended in FFY 2016. This information can be found in the SF-425 Federal Financial Report (FFR) submitted in GrantSolutions.
- **State Matching Funds:** These costs are the total State MCSAP grant funds expended in FFY 2016. This information can be found in the SF-425 Federal Financial Report (FFR) submitted in GrantSolutions.

Based on the information above, complete the table below. The system will automatically calculate totals and indicate if the State has met their MOE requirement for FFY 2016.

FFY 2016 MOE Substantiation document	
Enter Total MCSAP Eligible Expenditures	
Personnel	\$0.00
Fringe Benefits	\$0.00
Travel	\$0.00
Equipment	\$0.00
Supplies	\$0.00
Contractual	\$0.00
Other Costs	\$117,426.19
Sub-total Direct Costs	\$117,426.19
Indirect Costs	\$0.00
Total MCSAP Eligible Costs Expended	\$117,426.19
Enter Total MCSAP Grant Funds Expended	
Federal Grant Funds	\$0.00
State Matching Funds	\$0.00
Total MCSAP Grant Funds Expended	\$0.00
Total MOE Funds Expended	\$117,426.19
MOE Baseline (Baseline years 2004 & 2005)	
	\$107,648.67

The FFY 2016 Total MOE Funds Expended is equal to or greater than the Total MOE Baseline. This indicates the State has met the required MOE threshold.

Provide details in the text box below if you did not meet the required MOE threshold. If you have met the required MOE threshold, you are not required to enter any additional text below.

Fleet General Maintenance \$87,426.19 MOE

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

Utilities \$30,000 MOE: The MCSAP program is utilizing \$2,500.00 per month as MOE for an annual ownership utility cost of \$30,000.00. This expense covers office utilities for MCSD administration and support staff and storage areas for equipment and supplies provided by DPS. This cost is an ownership operating expense for the utilities for 3,125 sq. ft. of space, which is approximately one sixth of the DPS Headquarters Building Square footage.

Utility costs may include but are not limited to electricity, phone service, and network access. On average, utilities run in excess of \$17,000 per month for the Department of Public Safety Main Building, where the MCSD Administration and Support staff are housed.

TOTAL MOE for FY2018 = \$117,426.19

2 - MOE Certification

The MOE Certification will not be considered complete until the information below is completed and the State affirmatively acknowledges the statement. If any of these items are missing, this part cannot be marked complete on the MOE Dashboard.

1. What is the name of the certifying State official? Captain Scott Carnegie
2. What is the title of the certifying State official? Director of Motor Carrier
3. What is the email address of the certifying State official? scarnegie@dps.ms.gov
4. What is the phone number of the certifying State official? 601-987-1454

Yes	No	MOE Certification Statement
<input type="radio"/>	<input type="radio"/>	<p>Mississippi hereby certifies that the information included in this document is true, accurate and complete:</p> <ol style="list-style-type: none"> 1. The Lead MCSAP agency has validated and met the minimum MOE baseline amount for FFY 2016. 2. All Lead Agency expenditures included in the document are MCSAP-eligible. 3. Supporting documents are available for review by the Federal Motor Carrier Safety Administration upon request.