

NORTH CAROLINA

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

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 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
- Part 3: National Emphasis Areas and State Specific Objectives
- Part 4: Financial Information
- 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 mission of the North Carolina State Highway Patrol is to safeguard and preserve the lives and property of the people in North Carolina. This mission is accomplished in partnership with all levels of government and the public, with high ethical, legal, and professional standards. Our vision is to improve the quality of life in North Carolina, a critical component of which is commercial vehicle safety.

The State Highway patrol is the lead agency for the state and has no sub-grantees.

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 North Carolina State Highway Patrol (NCSHP) is a division within the Department of Public Safety and is the lead agency for the state. There are no sub-grantees. The Motor Carrier Safety Assistance Program (MCSAP) is administered by the Motor Carrier Enforcement (MCE) section of the NCSHP.

The MCSAP continues operating as a data-driven broad-based program. This program is closely coordinated with both size and weight enforcement, CVISN, as well as North Carolina Department of Transportation (NCDOT) efforts to identify road and bridge safety-related infrastructure needs (e.g., STAA route improvements, HSIP countermeasures). North Carolina's MCSAP program uses NCDOT's TEAAS (Traffic Engineering Accident Analysis System) crash data as the MCSAP data source. This is the most valid and reliable data source available for statewide crash analysis.

Highway safety partnering continues to be a key strategy for effectiveness. These partners include the North Carolina's Department of Transportation (NCDOT), NC Trucking Association (NCTA), the North Carolina Movers Association (NCMA), the North Carolina Utilities Commission (NCUC), the NC Governor's Executive Committee on Highway Safety (ECHS), the NC Traffic Records Coordinating Committee (TRCC), the Governor's Highway Safety Program (GHSP), the Commercial Vehicle Enforcement Resource Lab (COVERLAB) program with the Institute for Transportation Research and Education (ITRE) at North Carolina State University (NCSU), the I-95 Corridor Coalition, the Commercial Vehicle Safety Alliance (CVSA), insurance stakeholders, and local highway safety community forums, among others. Lastly, commercial vehicle enforcement (CMV) safety strategies have been adopted as an integral component of North Carolina's Strategic Highway Safety Plan (SHSP).

Personnel Structure

The personnel resources available for the Basic MCSAP program consists of a both MCSAP-funded and non-MCSAP funded positions. The MCSAP-funded positions are 100% funded by the MCSAP Basic grant and 100% dedicated to MCSAP-eligible activities. The non-MCSAP funded positions are 100% funded by non-MCSAP state funds, but still contribute effort and time toward MCSAP performance goals.

MCSAP-Funded Positions

The Basic MCSAP grant funds a total of **91** positions dedicated to MCSAP activities, 89 of which are dedicated **100% full-time** and 2 of which are dedicated **25% part-time**. These positions consist of both sworn law enforcement officers and civilian personnel. The 10 vacant MCSAP positions shown below are newly created positions that are currently unfilled. The NCSHP is currently working to fill these positions. The MCSAP-funded breakdown is as follows:

1. 56 MCSAP-funded sworn filled Trooper positions
2. 10 vacant MCSAP Trooper positions
3. 8 MCSAP-funded sworn Sergeants (1 assigned to each Troop)
4. 4 LEO MCSAP positions at Headquarters that serve as the MCSAP administrator and administrative staff. They are dedicated to MCSAP supervisory activities 100% of the time.
5. 7 civilian MCSAP-funded support personnel located at SHP HQ (includes 1 training position currently vacant)
6. 2 civilian technical support positions at Technical Services that are designated to MCSAP support activities 100% of the time.
7. 2 civilian auditors that complete compliance reviews assigned by FMCSA and instruct MCSAP personnel for training/certifications. These two positions also maintain NAS certification but typically only complete the minimum requirement necessary annually.
8. 2 civilian grant administrative positions that are designated to MCSAP administrative support activities 25% of the time.

9 Civilian Support Positions at Headquarters:

1. Tech Support Specialist: Position located at our Technical Services Unit dealing with MCE application and software for the MCSAP programs.
2. Tech Support Analyst: Position located at Technical Services Unit dealing with MCE applications and software for the MCSAP programs.
3. Information Processing Assistant: Position located at HQ and handles all Data Q's and inspection information for the MCSAP program
4. Data Entry Operator: Position located at HQ and handles all inspection reports and correspondences related to the MCSAP program
5. Processing Assistant: Position located at HQ and handles all MCSAP related internal correspondences, office duties, processing invoices, etc, needed to support the MCSAP program
6. Processing Tech: Position located at HQ and handles all uploads and internal data as it relates to inspections, etc. works with DMV on collisions involving CMV's
7. Data Entry Operator II: Position located at HQ and handles inspection reports and payments for OOS fines, etc.
8. Social Research Specialist- Position located at HQ and manages the MCSAP grant to include financial and programmatic duties and responsibilities.
9. Civilian Trainer- Position located at HQ and provides training to the MCE troopers to support the roles and responsibilities of the troopers in the MCE program.

Non-MCSAP Funded Positions

In addition to the Basic MCSAP-funded employees, the Patrol will provide **115** non-MCSAP funded Size and Weight troopers that contribute to almost half of the state's inspection total. These troopers will NOT be paid from MCSAP federal funds. Rather, these positions will be completely funded by State funds, but will contribute 45% to the state's overall inspection goal. The non-MCSAP-funded position breakdown is as follows:

1. 115 non-funded Size and Weight sworn troopers assigned to 8 statewide Troops

Total Positions

There are a total of **206** positions contributing toward the MCSAP Basic program. The following table shows the total personnel available to the MCSAP program, whether these personnel are full or part time, the percent of time allocated to the program, whether they are MCSAP-funded, their inspection goal, and the relative percent of their time contributed toward the MCSAP inspection goals.

Description	Number of Personnel	Full / Part Time	Percent Time Allocated	MCSAP Funded?	Percent of Inspection Goal Contribution
MCSAP Troopers (Filled)	56	Full Time	100%	Yes	55%
MCSAP Troopers (Vacant)	10	Full Time	100%	Yes	0%
MCSAP Sergeants	8	Full Time	100%	Yes	0%
MCSAP Administrative LEO's	4	Full Time	100%	Yes	0%
Civilian Support Personnel HQ	7	Full Time	100%	Yes	N/A
Civilian Support TSU	2	Full Time	100%	Yes	N/A
Civilian Auditors	2	Full Time	100%	Yes	N/A
Civilian Support Administrative	2	Part-Time	25%	Yes	N/A
S&W Troopers	115	Part Time	40%	No	45%
Total	206	N/A	N/A	N/A	100%

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:	NORTH CAROLINA STATE HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	206
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	171
Traffic Enforcement Activities	171
Investigations*	18
Public Education and Awareness	16
Data Collection and Reporting	4
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Part 2 - Crash Reduction and National Program Elements

1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 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:
See Explanation Below

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	152	121	152
01/01/2015	12/31/2015	132	125	132
01/01/2014	12/31/2014	120	2	1.79
01/01/2013	12/31/2013	127	2	2.21
01/01/2012	12/31/2012	133	2	2.09

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:

Actual Number of Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	6		500
01/01/2015	12/31/2015	4		458
01/01/2014	12/31/2014	1	349	423
01/01/2013	12/31/2013	1	355	367
01/01/2012	12/31/2012	1	361	424

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: N/A

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

North Carolina has not deviated more than 25% from the national average for its hazmat fatality rate

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	5		
01/01/2015	12/31/2015	7		
01/01/2014	12/31/2014	3		
01/01/2013	12/31/2013	2		
01/01/2012	12/31/2012	3		

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

Source: NCDOT TEAAS, ITRE Data Snapshot June 8, 2017

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

ALL CMV CRASHES

Narrative:

North Carolina's Fatality Reduction goal for FY 2009-2011 was to reduce fatal CMV-involved crashes on rural NC, US, and SR routes annually as a percentage of the total CMV-involved crashes on NC, US, and SR routes to 2.5 percent or less (using FY 2005-2007 average as baseline of 5,464). This goal was based on both FMCSA's and North Carolina's analysis that documents the increased risk of large truck fatalities (greater than 70%) on non-interstate (rural) roads.

For FY 2012-2014, North Carolina's Fatality Reduction goal was to further reduce fatal CMV-involved crashes on rural NC, US, and SR routes annually as a percentage of the total CMV-involved crashes on NC, US, and SR routes to 2 percent or less (using FY 2011 baseline of 3,717).

Beginning in FY2015, North Carolina's fatality reduction goal changed to a new 3-year fatality reduction goal. North Carolina's 3-year goal (2015-2017) is to reduce the number of fatalities by 5% from 127 to 121 fatalities (based on a 3 year FY 2011-FY 2013 baseline average). North Carolina planned to show incremental progress each year. Therefore, the FY 2015 goal was to reduce fatalities 1.67% to 125 in FY2015. North Carolina did not meet its fatality reduction goal of 125 for FY2015. The actual outcome was 132. In FY 2016, North Carolina also did not meet its fatality reduction goal of 121, with 152 CMV-involved fatalities.

Successes:

North Carolina successfully met its crash reduction goals for FY 2009-2011. Because of these successes, North Carolina set an aggressive fatality reduction goal for FY 2012-2014, to reduce and sustain fatal CMV crashes as a percent of all CMV crashes on rural roads to 2% or less.

During this time, increased emphasis was placed on smaller carrier attributes involved in off-interstate and local operations, which included heightened attention to roadside inspections, size and weight, and traffic enforcement activities in an effort to reduce the number and severity of crashes in this truck population. This permitted us to identify strategies that worked and those that did not. While these efforts did not result in meeting the goal during the FY2012-2013, the goal was met (and exceeded) in FY2014.

Challenges:

1) North Carolina has experienced a significant increase in CMV-involved fatalities in FY2016, a trend that mirrors the increase in traffic fatalities for the nation as a whole. The reasons for this uptick are not well understood at this time. However, passenger-vehicle driving behaviors are many times determined to be the critical reason for CMV-involved fatalities when two or more vehicles are involved. Aggressive driving behaviors such as following too closely, speeding, and erratic driving, combined with an increase in distractions from electronic devices are possibly correlated with this increase.

2) Fluctuations (increases/decreases) in CMV fatality frequencies are correlated with changes in traffic volumes, which are driven in large part by economic conditions. When the economy is good, fatalities tend to rise due to increased overall volume. However, personnel resources dedicated to CMV safety countermeasures (enforcement, inspections, outreach, etc.) tend to remain static, or even at reduced levels statewide. This represents a mismatch between demand (crashes) and supply of available resources (troopers).

3) Enforcing CMVs on rural roads. The majority of NC's rural roadways are narrow two-lane roads with no shoulders. Stopping CMV's in this environment poses very serious safety risks to both troopers and CMV's alike.

4) Identifying specific and achievable rural road enforcement strategies. Rural fatal CMV crashes are rare events relative to all CMV crashes in North Carolina. It is difficult to identify crash trends and crash patterns in rural areas. For example, rural fatal CMV crashes do not occur in specific and repeated locations, same time of day or same day of the week.

MOTORCOACH / PASSENGER CARRIER CRASHES

Narrative:

North Carolina's three year Motorcoach/Passenger Transportation Goal was to reduce commercial bus involved crashes by 5 percent by end of FY 2014 (as compared to FY 2011).

For FY 2009-2011, the crash reduction goal was to reduce the number of commercial bus involved crashes from 380 (FY 2008 baseline) to 361 commercial bus involved crashes in FY 2011 (a 5% reduction). This goal was not met by the end of FFY 2011. Commercial bus involved crashes increased to 367 in FFY2011.

For FY 2012-2014, the goal was to continue reducing commercial bus involved crashes from 367 (FY 2011 baseline) to 349 in FY 2014, a 5% reduction. This equates to 1.7% per year. For FY 2012, this goal was not met. There were 424 commercial bus crashes in 2012.

For FY 2013 and FY 2014, the goal was also not met. There were 367 commercial bus crashes in 2013 and 423 in 2014. North Carolina did not meet its three-year goal of reducing commercial bus crashes by 5% from FY2011 baseline.

In FY2015 and FY2016, North Carolina did not set a specific passenger carrier transportation safety goal. For each of the previous two years, North Carolina has not deviated more than 25% from the national average for fatal and non-fatal bus crashes, and therefore does not have a passenger carrier safety problem. The criterion for determining if a North Carolina has a potential traffic safety problem is set forth in the Analyze Potential Problem Areas section of FMCSAs CVSP Toolkit, and is defined as a state not exceeding a 25% deviation from national statistics for the two most recent years.

Successes:

While North Carolina did not meet its overall passenger carrier crash reduction goal for the 2009-2014 performance period, the actual number of fatalities decreased significantly over this period. North Carolina's passenger carrier fatalities progressively decreased from 3 in FY2010 to 2 in FY2011, and only 1 passenger carrier fatality in each successive year after that (FY2012, FY 2013 and FY2014). Our objective is to maintain this success of by emphasizing a quality passenger carrier inspection program focusing on curbside inspections, outreach and training.

Challenges:

- 1) Significant numbers of fatalities can occur with only one or two passenger carrier crashes. For this reason, it is difficult to identify specific actionable countermeasures that will prevent these large-scale events from occurring on a consistent basis.
- 2) Government/public transit bus crashes are included in all passenger carrier counts. NCSHP is held accountable for reducing this non-regulated segment of crashes. The tools available for corrective action measures are few. Education and public outreach are the only workable interventions but do not always produce desired results.
- 3) Curbside passenger carriers rapidly adapt to enforcement efforts by moving their operations frequently throughout the state, therefore making them very difficult to track and enforce (i.e. ghost operators). While mapping these carriers' pickup locations is possible through labor intensive web scouring and manual input, the effectiveness of this activity is questionable. Even though NCSHP has gone to great lengths to identify arrival and departure activities for these carriers, their efforts have not produced desired outcomes — troopers set up enforcement details at given locations but buses never show up. As a result, the NCSHP is open and receptive to other states' best practices' for identifying high risk curbside operators.

HAZARDOUS MATERIAL CRASHES

For the past two years, North Carolina has not deviated more than 25% from the national average for its hazmat fatality rate (number of hazmat vehicles involved in fatal crashes as a percent of all hazmat vehicles involved in crashes), and as such, does not have a problem with hazmat fatalities (Source: A&I Online HM Report for CY 2015 and CY 2016).

Narrative Overview for FY 2018

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.

Overview

North Carolina has the second largest state-maintained road network in the nation, including nearly 90,000 miles of highways and more than 12,000 bridges. While North Carolina has put forth considerable effort to reducing CMV collisions, the state consistently ranks as one of FMCSA's "top ten" CMV crash states (Figure 1). A number of factors contribute to this fact. North Carolina's high traffic volumes, major interstate and non-interstate "pass-thru" corridors, large and widely variable geography, steadily increasing urban population hubs and expanding east coast commerce centers all play pivotal roles in this statistic.

Top Ten States for CMV Fatalities in 2015

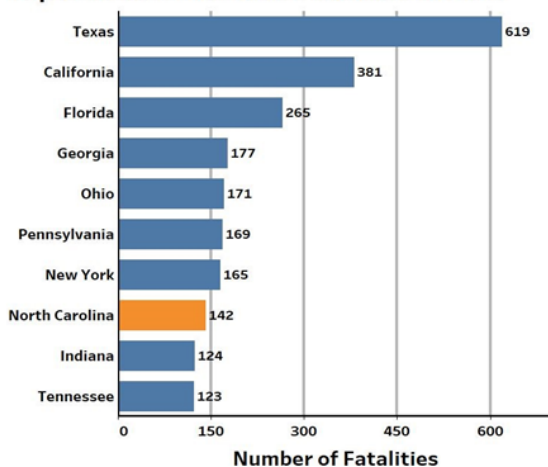


Figure 1. Source: FMCSA A&I Data Snapshot 6/19/2017.

However, the raw number of CMV-involved fatalities do not reveal how "safe" North Carolina's roads are for CMV-involved fatal crashes. If one accounts for traffic volume, expressed as fatal crashes per hundred million vehicle miles traveled (HMVMT), North Carolina actually ranks 32th (Figure 2).

Percentage of Fatalities in CMV Crashes per HMVMT for Top Ten States & North Carolina (32nd) in 2015

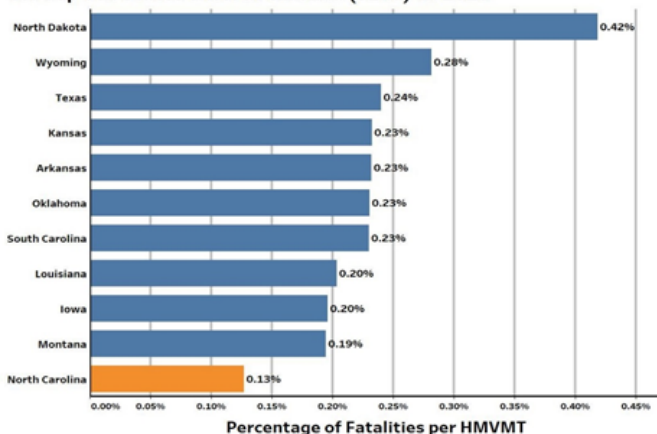


Figure 2. Federal Highway Administration (FHWA) Highway Statistics 2015; Federal Motor Carrier Safety Administration (FMCSA), Analysis and Information (A&I) Online 2015.

North Carolina's Crash Picture

North Carolina's fatal CMV crashes vary widely by road class, relative crash risk, and troop. Because of this variability, North Carolina has separated fatal crash corridors by road class, characterized relative "risk" levels for each road class, and identified each troop's relative percent of fatal crashes by road class.

Starting in 2015 and continuing through 2016, North Carolina experienced a significant increase in overall traffic fatalities, including CMV-involved fatalities (Figure 3). This increase mirrored the national trend of traffic fatalities that increased by 7 percent in 2015, and represented a significant increase from the previous several years (NHTSA, 2016).

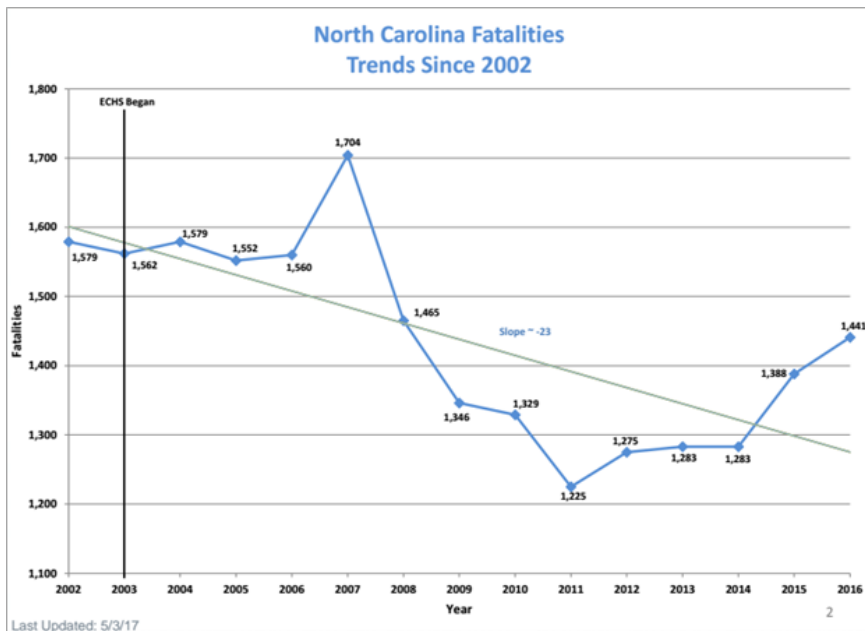


Figure 3. Source: NCDOT Traffic Safety Unit, May 2017.

Road Class

North Carolina's state-maintained road network is principally comprised of 'secondary roads' (Figure 4). However, these secondary roads have relatively low CMV traffic volume (exposure), and subsequently reduced CMV fatal crash frequencies. CMV fatal crashes in North Carolina occur primarily on three road classes: US, NC and interstate highways. These three road classes comprise 74% of all CMV crashes from FFY 2014-2016 (Figure 5).

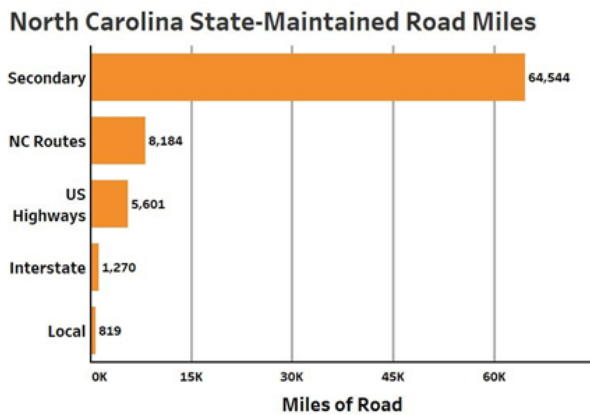


Figure 4. Source: NCDOT, 2016.

Statewide Percentage of Fatal CMV Crashes by Road Class for Fiscal Years 2014-2016

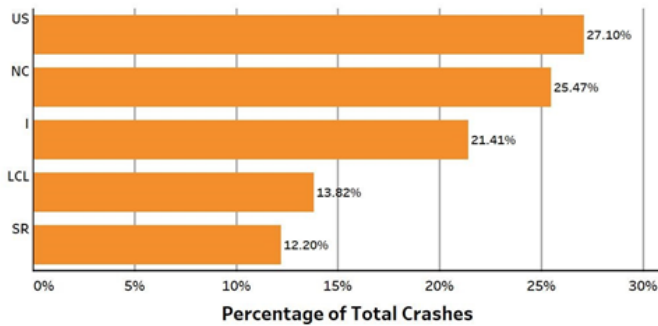


Figure 5. Source: NCDOT, TEAAS.

Exposure vs. Risk

North Carolina road classes vary significantly in fatal crash frequencies relative to traffic volume. Road classes with high crash volume (high exposure) but low fatal crash frequencies have lower fatal crash “risk”. For example, interstates have high CMV traffic volume, but low fatal crashes relative to traffic volume (i.e. fatal crashes per HMVMT). Conversely, NC highways have low traffic volume but high crash rates. A broad characterization of North Carolina’s fatal crash counts (exposure) vs. fatal crash rate (risk) is shown in Figure 6.

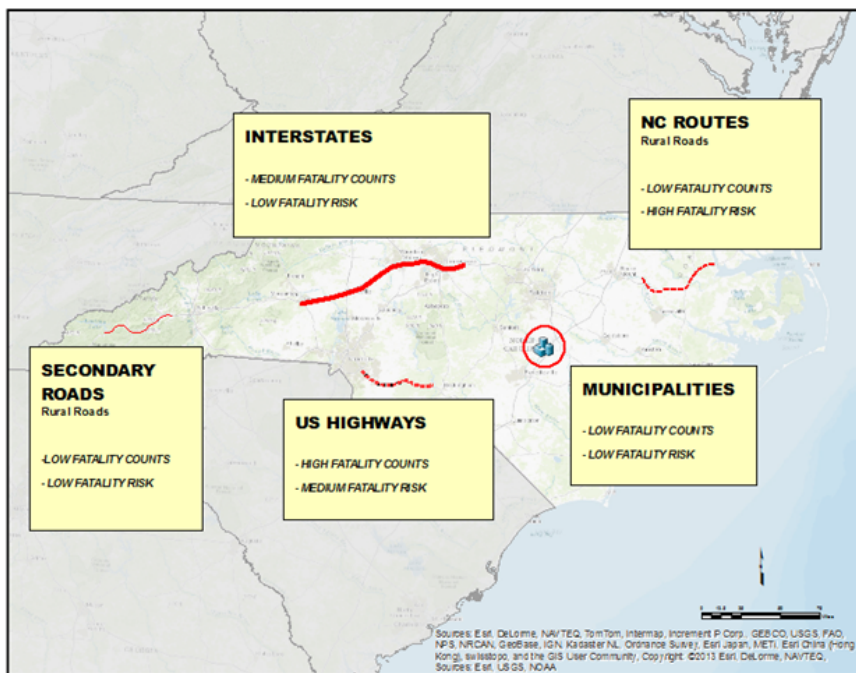


Figure 6.

Troop Variability

Fatal CMV crashes for all road classes also vary significantly by Troop. For example, Troop C has the largest proportional share of fatal crashes in the state for all road classes, as shown in Figure 7.

Percentage of Fatal CMV Crashes by Troops for Fiscal Years 2014-2016

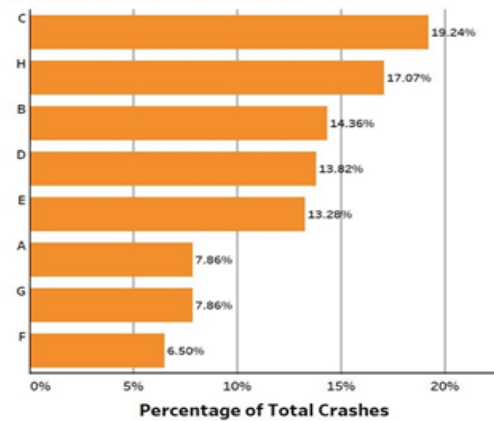


Figure 7. Source NCDOT TEAAS.

And, each troop varies significantly for the relative distribution of fatal crashes across each of these road classes. For example, US highway fatal crashes occur mostly in Troop C and A, while NC and SR fatal crashes occur mostly in Troop C and B, as shown in Figures 8 and 9.

Percentage of Fatal CMV Crashes on US Highways by Troop for Fiscal Years 2014-2016

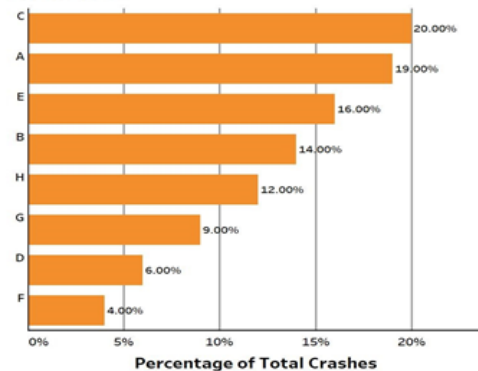


Figure 8. Source NCDOT TEAAS.

Percentage of Fatal CMV Crashes on NC and SR Routes by Troop for Fiscal Years 2014-2016

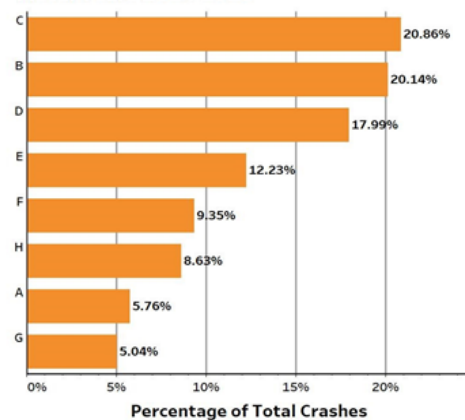


Figure 9. Source NCDOT TEAAS.

Troop-Specific Strategies

North Carolina has adopted a troop-specific strategic approach for reducing CMV fatalities statewide. MCE troops are spread across the state and cover a large geographic area relative to their operational capacity.

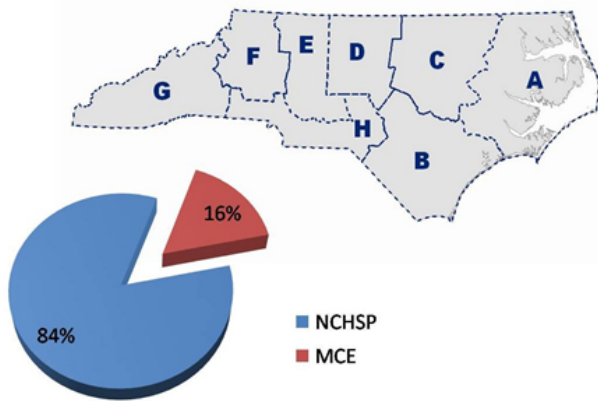


Figure 10.

Because of the wide variability of fatal crash distribution and fatal crash risk by road class in each troop, developing and implementing effective troop-specific enforcement strategies are critical to the overall success of the enforcement plan. Each troop requires uniquely different enforcement strategies based on differences in truck volume, crash “risk”, roadway geography, road class and enforcement types.

Approach

North Carolina's CMV fatality reduction approach is three-fold:

1. **Identify Gaps** – *identify gaps in fatal crash enforcement*
 - a. Identify fatal crash locations by road class specifically for each troop
 - b. Identify CMV high crash corridors (5 mile) for each troop and statewide
 - c. Use COVERLAB Analytics to identify driver behaviors (passenger and CMV) contributing factors, time, day, and locations for fatal crashes.
2. **Focused Activities** – *Troop-specific targeted and prioritized activities*
 - a. Troop-Specific tailoring - road class focus by troop based on risk, resources and priority.
 - b. Partnering with non-MCE Patrol troopers for high visibility traffic enforcement
 - c. Quality inspection program – emphasis on high crash risk violations, OOS criteria, and technology-driven inspections (e.g. LPRS)
3. **Track Measure, Prioritize** – *Data-driven enforcement program for measurable outcomes*
 - a. Troop-level data-driven planning using COVERLAB Analytics
 - b. Scorecard - Troop-Level crash and inspection goal tracking
 - c. Dashboard – Visualize trends for selecting enforcement activities that optimize effectiveness

Emphasis Areas

North Carolina will emphasize three strategy areas that include a high quality technology-driven inspection program that focuses on catch rates, partnering with non-MCE Patrol troopers conducting passenger vehicle traffic enforcement, and visual analytics for prioritizing enforcement.

- **High Quality Inspection Program** – Special focus on technology-driven inspections for increasing catch rates, special operations that focus on unsafe overweight vehicles, and improved identification and interdiction of federal OOS carriers.
- **High Visibility Traffic Enforcement** – MCE troopers will partner with non-MCE “traditional” troopers and local law enforcement to focus on high visibility passenger vehicle traffic enforcement in and around CMVs. These include special operations that target unsafe driving behaviors in locations where high CMV fatal crash corridors are coincident with high passenger vehicle fatal crash clusters.
- **Data-Driven, Troop-Specific Analytics** – Measurable reductions in CMV fatalities are continuously tracked and

monitored. If underperforming, supervisors can use map analytics for intelligent resource deployment and adapt enforcement activities accordingly.

These emphasis areas cascade out to road-class-specific and troop-specific operations as shown in the map graphic below (Figure 11).

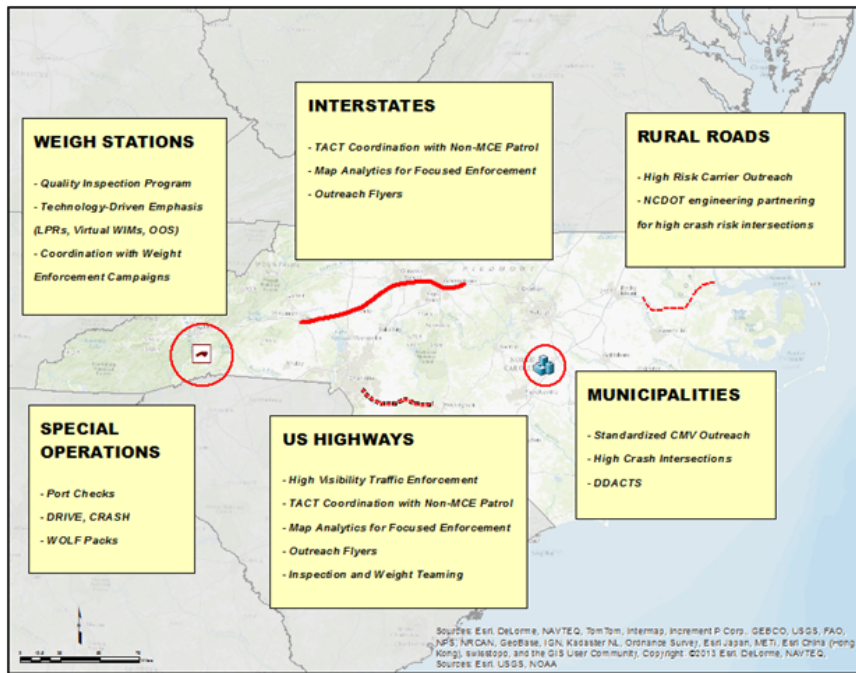


Figure 11. North Carolina's 2018 CVSP Strategies

A disproportionately high number of fatal CMV wrecks occur on NC routes, relative to the amount of traffic on these roads. These roads usually have low traffic volume, and as such are not conducive to effective and efficient use of patrol resources for CMV traffic enforcement activities. In addition, NC routes are not typically suitable for conducting safety inspections (no shoulder, safety concerns, etc.).

Because of these limitations, North Carolina will have each Troop identify the locations of highest crashes and identify the most effective types of enforcement to conduct on these road types. These include CMV safety outreach efforts to carriers headquartered in these locations, engineering solutions through coordination with NCDOT district offices, public safety initiatives through the NC Trucking Association, and selective traffic enforcement in high-risk locations and times.

Enter the data source and capture date:

FMCSA A&I Data Snapshot 6/19/2017. Federal Highway Administration (FHWA) Highway Statistics 2015 (6/19/2017). NCDOT Traffic Safety Unit, May 2017

Projected Goal for FY 2018

Enter Crash Reduction Goal:

For FY2018, North Carolina's crash reduction goal will be a 1% reduction in CMV-involved fatalities from the 2014-2016 baseline average. Therefore, the FY2018 goal is to reduce the number of CMV-involved fatalities from 135 to 133. North Carolina's long-term goal is to achieve a 3% reduction in CMV-involved fatalities over the next three years (FY2018-FY2020), with incremental progress each year. Each subsequent year's goal will be a 1% decrease from a rolling 3-year baseline average. For example, the FY2019 goal would be a 1% reduction from the 2015-2017 baseline average, and the FY2020 goal would be a 1% reduction from the 2016-2018 baseline average.

Program Activities: 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.

North Carolina's effort to meet its crash reduction goal will include the following activities. Refer to Section 2.3 for the number of inspections North Carolina will effort allocation toward these activities.

1. Continued commercial motor vehicle enforcement activities in high crash corridors that have been identified through the use of COVERLAB.
2. Focused enforcement of moving violations in the areas of: erratic/unsafe movement, speeding, following too closely, careless and reckless driving, distracted driving, fatigued driving and aggressive driving (crash causing violations).
3. Conducting inspections, and the issuing of citations/written warnings to CMV's and non-CMV's driving around CMV's.
4. Continued partnering with local law enforcement agencies for traffic enforcement in CMV high crash corridors on a quarterly basis.
5. Troopers will conduct 24 Wolf-Pack/Saturation Patrol RADAR/LIDAR operations statewide in CMV high crash corridors focusing on speeding CMV's and non- CMV's around CMV's. The NCSHP is currently working in conjunction with our Technical Services Unit and our North Carolina Department of Transportation (NCDOT) IT partners to prepare a report that tracks private vehicle enforcement activity initiated in and around CMV's for all personnel assigned to the MCE (MCSAP) program. When completing future MCSAP Basic Grant quarterly reports, MCE HQ staff will provide non-CMV traffic enforcement data for all personnel assigned to MCE (MCSAP). Estimated Completion Date: December 30, 2017.
6. Continued large-scale MCE enforcement activities including D.R.I.V.E., Port Checks, Motor Coach Crash Reduction Projects, and possibly Operation RoadWatch. These special operations will be coordinated with other support agencies to accomplish our mission.
7. Increased usage of electronic verification of Out-of-Service status, CDL, and UCR when conducting Level I, II, and inspections.
8. Troopers will continue to provide CMV safety presentations to the industry professionals, schools, traffic safety seminars, churches, and pubic groups to increase safety awareness.
9. Each troop with create and evaluate troop-specific plans focused on geographic locations, time of day, day of week, and road specific activities to be conducted on the Interstate, US, NC, and state road routes. These activities will be monitored quarterly.

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.

PERFORMANCE MEASUREMENT

1. The number of CMV fatalities statewide reported quarterly.
2. The number of quarterly CMV awareness presentations made and Wolf Packs conducted with local law enforcement agencies.
3. Minimum of six (6) Wolf-Pack/Saturation Patrol RADAR/LIDAR operations conducted quarterly; number of inspections, number of staff hours, and number of enforcement actions
4. The number of activities cited on inspections monthly; measured as a percent against all inspections for the same time period.
5. All CVSP goals and supporting strategies are reported quarterly through each troop's participation in the Strategic Leadership Forum (SLF) review process; monthly COVERLAB analysis per troop.
6. The number of participating agencies that participate quarterly
7. The number of inspections completed during traffic enforcement activities.

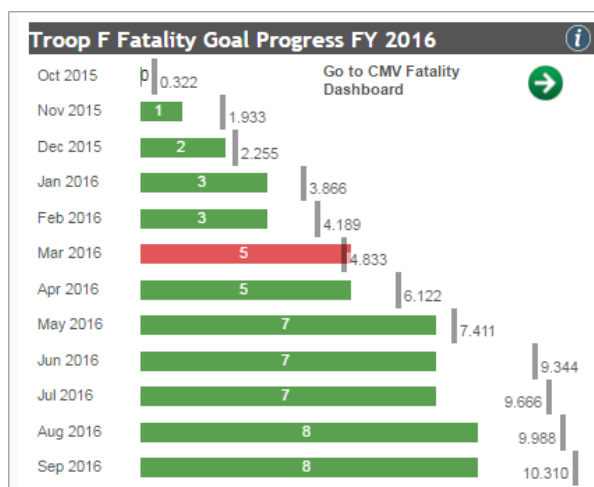
MONITORING

Data-Driven Planning

One of the main strengths in NC's MCSAP program is its continued partnership with the Institute for Transportation Research and Education (ITRE) at NC State University. ITRE's development and maintenance of COVERLAB Analytics, a data visualization decision management tool, has significantly improved NCSHP's ability to track, measure, and prioritize enforcement activities. Troops track their individual performance, interactively visualize trends for their troop, and use map analytics to prioritize enforcement activities.

Scorecard

Troop supervisors track and measure their troop's crash reduction and inspection progress toward the state's goals using the COVERLAB Scorecard. The Scorecard shows continuously updated views for how well each troop is performing in these performance areas.

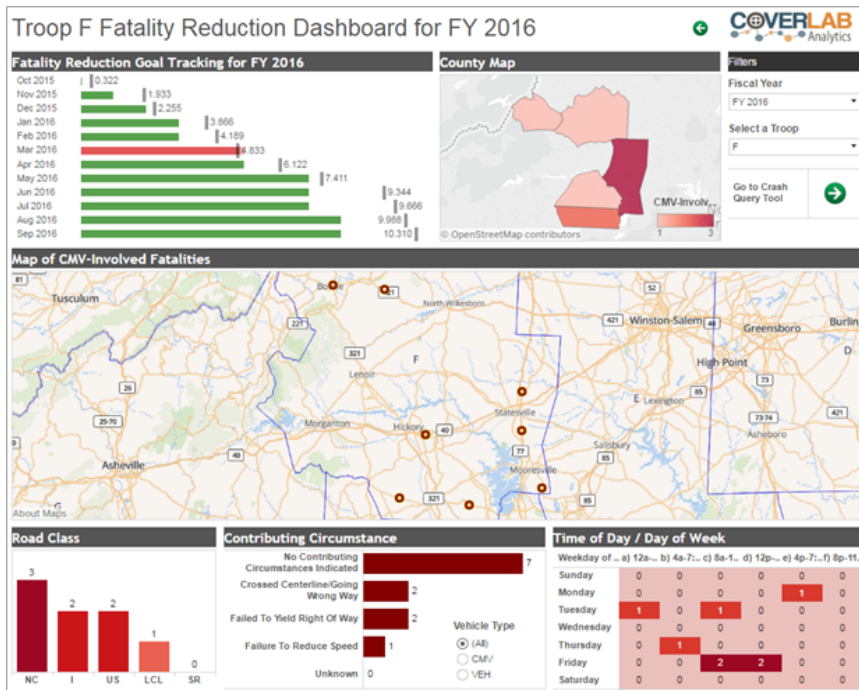


Screenshot of Troop F Fatality Scorecard for FFY 2016

CRASH DASHBOARD

Troops visualize CMV crash patterns and contributing circumstances to help identify activities for improving

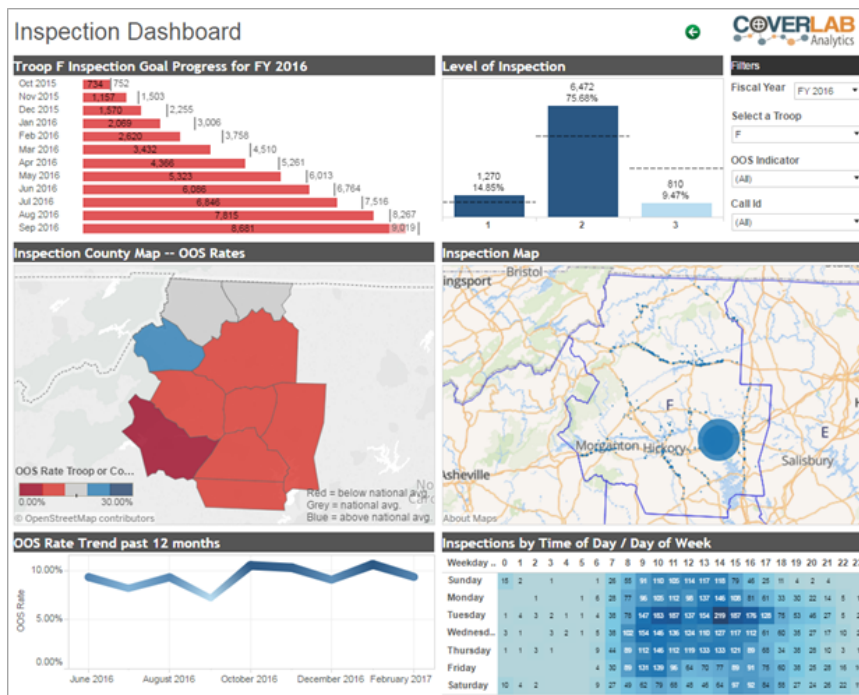
performance.



Screenshot of Troop F Fatality Reduction Dashboard for FFY 2016

Inspection Dashboard

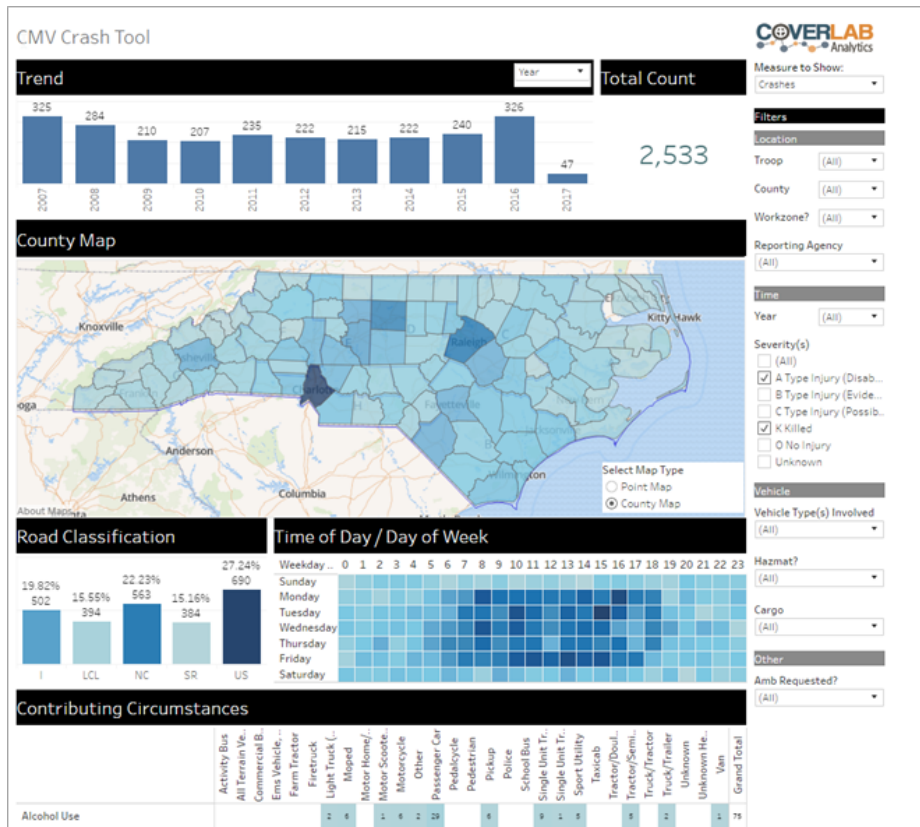
Troops can also visualize inspection trends such as inspection level monitoring, out-of-service rate national trend map, time-of-day/day-of-week heat grid, patterns of inspection locations, for helping to identify emphasis needs and prioritize activities for meeting their troop's goals.



Screenshot of Troop F Inspection Dashboard for FFY 2016

Crash Query Tool

When Troops need to answer specific questions about CMV crashes, or simply interactively explore CMV crash data, they can use the CMV Crash Query Tool. This interactive visualization allows Troopers to filter for crash severity, date, time, and location to view relationships between and among CMV crash data elements.



Screenshot of CMV Crash Query Tool for interactively answering crash questions and exploring data relationships.

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.

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	13459	13781	12585	12266	11068
Level 2: Walk-Around	46151	45112	52432	50013	48560
Level 3: Driver-Only	33335	29582	18545	13344	16023
Level 4: Special Inspections	20	13	49	185	169
Level 5: Vehicle-Only	566	509	504	491	565
Level 6: Radioactive Materials	0	1	0	9	1
Total	93531	88998	84115	76308	76386

Narrative Overview for FY 2018

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.

Overview

The NCSHP will conduct driver/vehicle inspections statewide during FY2018 at both fixed-facility locations (e.g., weigh stations) and on roadways identified as having high number of fatal CMV-involved crashes. The North Carolina MCSAP inspection program encompasses impaired drivers, interdiction activities, CDLIS checks, operating authority checks, out-of-service enforcement, and distracted drivers with an emphasis on texting and cell phone ban in CMVs.

Fixed facilities are staffed by civilian weigh station operators (WSO). Times of operation are aligned with peak traffic volume, combined with random non-standard opening hours. Sworn MCSAP troopers can work at fixed facility weigh stations to perform level 1 inspections as well as special operation campaigns (e.g. Operation AirBrake, BrakeCheck, etc.).

Personnel Structure

The personnel resources available for the Basic MCSAP program consists of a both MCSAP-funded and non-MCSAP funded positions. The MCSAP-funded positions are 100% funded by the MCSAP Basic grant and 100% dedicated to MCSAP-eligible activities. **The non-MCSAP funded positions are 100% funded by non-MCSAP state funds, but still contribute effort and time toward MCSAP performance goals.**

MCSAP-Funded Positions

The Basic MCSAP grant funds a total of **91 positions** dedicated to MCSAP activities, 89 of which are dedicated **100% full-time** and 2 of which are dedicated **25% part-time**. These positions consist of both sworn law enforcement officers and civilian personnel. The 10 vacant MCSAP positions shown below are newly created positions that are currently unfilled. The NCSHP is currently working to fill these positions. The MCSAP-funded breakdown is as follows:

1. **56** MCSAP-funded sworn filled Trooper positions
2. **10** vacant MCSAP Trooper positions
3. **8** MCSAP-funded sworn Sergeants (1 assigned to each Troop)
4. **4** LEO MCSAP positions at Headquarters that serve as the MCSAP administrator and administrative staff. They are dedicated to MCSAP supervisory activities 100% of the time.
5. **7** civilian MCSAP-funded support personnel located at SHP HQ (includes 1 training position currently vacant)
6. **2** civilian support positions at Technical Services that are designated to MCSAP support activities 100% of the time.
7. **2** civilian auditors that complete compliance reviews assigned by FMCSA and instruct MCSAP personnel for training/certifications. These two positions also maintain NAS certification but typically only complete the minimum requirement necessary annually.
8. **2** civilian grant administrative positions that are designated to MCSAP administrative support activities 25% of the time.

Non-MCSAP Funded Positions

In addition to the Basic MCSAP-funded employees, the Patrol will provide **115 non-MCSAP** funded Size and Weight troopers that contribute to almost half of the state's inspection total. These troopers **will NOT be paid from MCSAP federal funds**. Rather, these positions will be completely funded by State funds, but will contribute 45% to the state's overall inspection goal. The non-MCSAP-funded position breakdown is as follows:

115 non-funded Size and Weight sworn troopers assigned to 8 statewide Troops

Total Positions

There are a total of **206** positions contributing toward the MCSAP Basic program. The following table shows the total personnel available to the MCSAP program, whether these personnel are full or part time, the percent of time allocated to the program, whether they are MCSAP-funded, their inspection goal, and the relative percent of their time contributed toward the MCSAP inspection goals.

Description	Number of Personnel	Full / Part Time	Percent Time Allocated	MCSAP Funded?	Percent of Inspection Goal Contribution
MCSAP Troopers (Filled)	56	Full Time	100%	Yes	55%
MCSAP Troopers (Vacant)	10	Full Time	100%	Yes	0%
MCSAP Sergeants	8	Full Time	100%	Yes	0%
MCSAP Administrative LEO's	4	Full Time	100%	Yes	0%
Civilian Support Personnel HQ	7	Full Time	100%	Yes	N/A
Civilian Support TSU	2	Full Time	100%	Yes	N/A
Civilian Auditors	2	Full Time	100%	Yes	N/A
Civilian Support Administrative	2	Part-Time	25%	Yes	N/A
S&W Troopers	115	Part Time	40%	No	45%
Total	204	N/A	N/A	N/A	100%

Inspection Program Goals

It is estimated that the NCSHP will complete 72,474 inspections this FFY2018. Each inspection is estimated at an average of 1.25 hours per inspection. The estimate of 1.25 hours per inspection is an aggregate estimate of the following activities: observation of the CMV to inspect, stopping the CMV in a safe location (which could include having the CMV follow the trooper to that location), removing needed equipment when conducting Level 1 inspections, time spent conducting the actual inspection, conducting all of the necessary information systems checks, completing the inspection report accurately, printing the inspection report, explaining the inspection/report to the driver (including answering questions from the driver), and lastly releasing the driver.

Inspection Program Strategies

North Carolina has a two-pronged approach for maximizing the effectiveness of its roadside inspection program.

1. *Allocation Model* - Roadside inspections are conducted by CVSA certified troopers throughout the state. In order to maximize the effectiveness of these roadside inspection activities, the NCSHP is utilizing FMCSA's Roadside Intervention Allocation Model (RIEM). The RIEM provides guidance for how many inspections and what level of inspection level should be conducted for each troop in order to avoid the most crashes and save the most lives.

2. *COVERLAB Analytics* - Troop supervisors prioritize and target enforcement activities using map analytics to visualize relationships of crash locations to inspections and citations. This tool aids in identifying known problem areas and times statewide to more effectively allocate resources for reducing CMV crashes.

Emphasis will be placed on maintaining the quality of inspections in order to continue to meet or exceed the national out of service rate average. This emphasis on a quality inspection program includes a three-pronged approach. This approach will be to:

1) Maintain successes and improve out-of-service and violation catch rates by selecting high-risk carriers for inspection screenings

2) Adopt and continue to implement technology-driven screening and selection tools (i.e. LPRs).

3) Augment traffic enforcement program to include a minimum Level 3 inspection with every traffic citation on CMVs. The NCSHP will also monitor inspections quarterly using SafetyNet inspection data (e.g., conducted in FuelTaCS), including levels of inspections, data accuracy, data completeness, upload timeliness, and out-of-service rates to ensure the state is on track to meet inspection projections.

Lastly, the NCSHP strives for performance excellence. As such, Troop supervisors and command staff collectively track how each troop, and the state overall, is performing against the CVSP inspection goals. This is done using COVERLAB Analytics, and online data visualization performance measurement system. Troop supervisors use COVERLAB Analytics' "Scorecard" for continuously tracking overall inspection goals, inspection level percent, violation rates and out-of-service rates for each troop as well as each individual trooper. This tool identifies gaps in performance so that Troops can re-allocate resources for better operational planning.

Projected Goals for FY 2018

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. For FY 2018, 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: NORTH CAROLINA STATE HIGHWAY PATROL

Enter the total number of certified personnel in the Lead agency: 171

Projected Goals for FY 2018 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	16307	1449	362	18118	25.00%
Level 2: Walk-Around	18263	1623	406	20292	28.00%
Level 3: Driver-Only	29351	2609	653	32613	45.00%
Level 4: Special Inspections	652	58	15	725	1.00%
Level 5: Vehicle-Only	58	15	653	726	1.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Lead Agency	64631	5754	2089	72474	

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:	0
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2018:	0

Summary

Projected Goals for FY 2018 - Roadside Inspections Summary

Projected Goals for FY 2018 Summary for All Agencies					
MCSAP Lead Agency: NORTH CAROLINA STATE HIGHWAY PATROL					
# certified personnel: 171					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel: 0					
# projected inspections: 0					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	16307	1449	362	18118	25.00%
Level 2: Walk-Around	18263	1623	406	20292	28.00%
Level 3: Driver-Only	29351	2609	653	32613	45.00%
Level 4: Special Inspections	652	58	15	725	1.00%
Level 5: Vehicle-Only	58	15	653	726	1.00%
Level 6: Radioactive Materials				0	0.00%
Total ALL Agencies	64631	5754	2089	72474	

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.

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	34	49	62	53	45
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	16	29	15	20	17
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	17	20	47	33	28
Total Investigations	67	98	124	106	90
Total Security Contact Reviews	1	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

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**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

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

Projected Goals for FY 2018 - Investigations		
Investigative Type	Interstate Goals	Intrastate Goals
Compliance Investigations	50	0
Cargo Tank Facility Reviews	0	0
Non-Rated Reviews (Excludes CSA & SCR)	15	0
CSA Off-Site	0	0
CSA On-Site Focused/Focused CR	0	0
CSA On-Site Comprehensive	35	0
Total Investigations	100	0
Total Security Contact Reviews	0	0
Total Terminal Investigations	0	0

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

The North Carolina State Highway Patrol currently has two civilian personnel conducting motor carrier compliance reviews. Our investigators receive their assignments from the Federal Motor Carrier Safety Administration's NC Division office, and Federal Programs Manager. Once assignments are received, they conduct enhanced investigations of motor carriers by performing compliance reviews. There is one full time employee that conducts carrier investigations full time and another member who is committed fifty percent of the time.

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

The North Carolina State Highway Patrol's State Carrier Intervention efforts currently entail those that are already detailed from the FMCSA. The NCSHP only conducts CR's that are assigned to us by the FMCSA. There are currently two (2) civilian auditors that perform CR's. Intrastate carrier investigations are conducted by either Keith Royal and/or Mark Herring. The assignments Keith and Mark receive are from the FMCSA because FMCSA Investigators and the New Entrant Auditors do not do these types of investigations. This program mirrors the Federal program and practices.

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.

The number of compliance review's to be completed is dependent on the number of CR's assigned by the FMCSA. The North Carolina State Highway Patrol does not assign any CR's. We will measure the qualitative components of our carrier intervention program by observing the safety scores of the carriers that have received this intervention.

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		
01/01/2016	12/31/2016	5197	16137
01/01/2015	12/31/2015	6090	21954
01/01/2014	12/31/2014	7040	20537
01/01/2013	12/31/2013	6700	15984
01/01/2012	12/31/2012	7475	16137

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2016	12/31/2016		25806
01/01/2015	12/31/2015		34557
01/01/2014	12/31/2014		30392
01/01/2013	12/31/2013		22615
01/01/2012	12/31/2012		20626

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

NCSHP CAD, 6/13/2017 and MCMIS, 6/14/2017

Narrative Overview for FY 2018

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](#).

CMV traffic enforcement stops with an inspection are conducted by MCE NCSHP troopers. All MCE traffic enforcement stops include a minimum of a Level 3 inspection. The NCSHP does currently capture citations charges and warning counts for traffic stops with an inspection.

CMV traffic enforcement stops without inspection are not conducted by MCE NCSHP troopers. Non-CMV traffic enforcement stops are conducted by MCE NCSHP troopers on passenger vehicles. The number of citations and warnings are captured but not the number of "stops". These "stops" are not captured on the NCSHP CAD system, but are captured by the State Bureau of Investigation (SBI). However, the NCSHP does not have access to SBI systems. The number of citations and warnings issued are counted as number of citation charges and warnings (multiple charges can occur per citation).

North Carolina will allocate 171 sworn troopers toward CMV traffic enforcement activities. These troopers will conduct enforcement activities in high CMV crash corridors, during days and times specific to each troop's geographic area, and identified using COVERLAB Analytics data visualization dashboards and maps.

What are North Carolina's Traffic Enforcement Goals?

The traffic enforcement goal for FY2018 is to maintain traffic enforcement inspections of 7602, the SafetyNet baseline for FY2017.

What is North Carolina's Level of Effort for CMV enforcement?

CMV with Inspection - All NCSHP Motor Carrier Enforcement (MCE) troopers will conduct a minimum Level 3 inspection with every CMV traffic enforcement activity. Goals for this are specified below.

CMV without Inspection – MCE troopers will not conduct traffic enforcement operations without conducting at least a Level 3 inspection. Non-MCE troopers will conduct some CMV traffic enforcement stops without an inspection, but not as part of the MCSAP Basic grant. State law prohibits setting a goal for how many traffic enforcement stops shall be conducted. State law prohibits setting a goal for how many traffic enforcement stops shall be conducted.

Comprehensive and high visibility enforcement in high risk locations and corridors (special enforcement details) - The NCSHP will conduct a minimum of 24 Wolf-Pack/Saturation Patrol RADAR/LIDAR operations statewide. These activities will be conducted in high fatal and serious injury corridors and prioritized based on high crash locations, contributing factors, and time of day / day of week. The NCSHP will continue to partner with local law enforcement agencies for ramping up focused enforcement interventions on CMVs.

How does North Carolina Allocate Resources for Meeting Traffic Enforcement Goals?

Troop supervisors prioritize and target enforcement activities using COVERLAB Analytics, a data visualization application provided by NC States' Commercial Vehicle Enforcement Resource Lab. COVERLAB Analytics shows locations, time-of-day and day-of-week and contributing circumstance profiles for each troop, and is used by command and field supervisors to visualize relationships of crash locations to inspections and citations. This tool aids in identifying known problem areas and times statewide for more effectively allocating resources to reduce CMV crashes.

Moving forward in FY2018, NCSHP will work in conjunction with our Technical Services Unit and our North Carolina Department of Transportation (NCDOT) IT partners to prepare a report that tracks private vehicle enforcement activity

initiated in and around CMV's for all personnel assigned to the MCE (MCSAP) program. When completing future MCSAP Basic Grant quarterly reports, MCE HQ staff will provide non-CMV traffic enforcement data for all personnel assigned to MCE (MCSAP). This new capability is estimated to be complete by late December, 2017.

What are North Carolina's CMV Traffic Enforcement Activities?

1. MCSAP Troopers will continue to conduct visual observations and cite CMV drivers operating a CMV while talking on a cell phone during peak truck traffic times. (6a-6p)
2. MCSAP Troopers will continue to observe and cite seat belt violations at weigh stations and on state maintained roads.
3. Continue to conduct quarterly Wolf-Pack operations with local law enforcement agencies in high crash corridors statewide.
4. Continue to conduct major CMV traffic enforcement special operations (e.g. Port Checks, Wolf-Packs, Operation Road Watch, Operation DRIVE and Operation CMV Crash Reduction)
5. Continue to conduct passenger vehicle traffic enforcement focusing on aggressive driving (following too close, erratic lane changes, cutting off) behaviors in and around the vicinity of CMVs.

What are North Carolina's Traffic Enforcement Strategies?

The NCSHP will employ a two-tiered strategy for prioritization of traffic enforcement activities to maximize efficiency and effectiveness of its resource pool. This strategy is outlined below.

1. *High crash corridors* – First, the NCSHP will focus traffic enforcement activities and high-visibility traffic enforcement campaigns on sections of highway that have been geographically identified as high crash corridors. These “top 5” fatal and serious injury CMV crash corridors will be identified by NC State University's Commercial Vehicle Enforcement Resource Lab (COVERLAB) for prioritizing resources based on fatal and serious injury totals.
3. *Non-MCE Trooper Coordination* – The second traffic enforcement strategy for will be to coordinate traffic enforcement activities with the ‘traditional’ non-CMV enforcement side of the NCSHP. This coordination be in concert with North Carolina's Vision Zero (NCVZ) initiative, a statewide effort to reduce traffic fatalities among all safety stakeholders. As part of this initiative, non-MCE troopers apply data-driven enforcement strategies by tracking trends and patterns with NC Vision Zero Analytics (NCVZA), a data visualization and performance measurement tool provided by NC State University. NCVZA helps NCSHP identify the types of activities and levels of enforcement resources to address known problem times and locations by exposing specific behaviors that contributed to the crashes, crash locations, time of day and day of week.

Projected Goals for FY 2018

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018. 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
<input type="radio"/>	<input type="radio"/>	CMV with Inspection	7602
<input type="radio"/>	<input type="radio"/>	CMV without Inspection	
<input type="radio"/>	<input type="radio"/>	Non-CMV	
<input type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	

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
72474	100	1690	74264	48954

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

North Carolina believes moving violations are the principal cause of collisions for both passenger and commercial vehicles. Therefore, we will place emphasis on specific collision-causing violations such as speeding, failing to maintain lane, following too closely, failure to reduce speed, careless and reckless driving, etc. North Carolina will monitor these efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority by correlating these types of violations with crash reduction trends.

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 4	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:

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

Narrative Overview for FY 2018

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.

North Carolina currently has draft legislation in place to deny and suspend for all federal out of service orders. The Patrol has provided revisions to General Statute 20-381 and 20-110 to our legislative liaisons. However these revisions have not been brought to the legislature for consideration at this time. We hope to get these changes made in next year's short session. Once the revisions to statutes have taken place the IRP section will begin denying based upon the factors noted, and North Carolina will achieve full PRISM compliance.

Program Activities: Describe any actions that will be taken to implement full participation in PRISM.

When North Carolina gets revisions approved to revise the statutes, we plan on moving simultaneously to Step 8 based on discussions with IRP.

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.

To measure progress on this change, North Carolina will conduct checks once per session to monitor the proposed revisions status of being introduced in the legislature sessions. Patrol and IRP staff will work with legislative liaisons to monitor progress of legislative action for full PRISM compliance.

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	268	231	420	399	244
CMV Safety Belt Education and Outreach	374	323	430	407	358
State Trucking Association Meetings	2	2	2	2	2
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	19	7	12	4	8
Teen Safety Events	61	39	53	33	77

Narrative Overview for FY 2018

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

North Carolina's Public Education and Awareness program is focused on providing CMV Safety education across North Carolina to help decrease the number and severity of CMV crashes. The performance objective will be to provide presentations and outreach to local law enforcement agencies, the judicial community, and the motoring public to educate them on CMV safety issues, regulations, seat belt and state regulatory changes. All full time MCSAP funded employees will participate in these activities. This strategy contains multiple approaches targeted at specific audiences:

- 1.General Motoring Public / Teen/Older Drivers
- 2.Trucking / Passenger Carrier Industry
- 3.Law Enforcement Agencies / Judicial community.

The public education and outreach goal is an estimate of the number of public education and outreach activities conducted. The table below states that we will conduct 449 presentations (449 presentations x 4 hours = 1,796 hours). This breaks down to 210 Carrier Safety Talks, 210 CMV Safety Belt Education and Outreach, 4 State Trucking Association Meetings, 0 State-sponsored outreach events, 15 Local educational safety events, 10 Teen safety events. The average safety presentation lasts around 4 hours.

ACTIVITIES

1) General Motoring Public / Teen / Older Drivers

Conduct Public Service Announcements (PSA) directed at the motoring public and the trucking industry. Increase Patrol social media postings about commercial motor vehicle enforcement safety projects. MCE members will conduct educational outreach events to churches that operate passenger-carrying vehicles. Each traffic safety presentation conducted by MCE members will include a specific section that focuses on commercial motor vehicle seatbelt usage. The NCSHP has partnered with NC Farm Bureau, NC Trucking Association and various motor carriers statewide for

conducting industry-specific commercial motor vehicle safety presentations across the state.

The NCSHP will continue to provide CMV highway safety presentations to motor carriers and public organizations when requested. The NCSHP believes that these presentations, along with other types of media provided to the motoring public, will help reduce the number of CMV related crashes. Each troop has an assigned Traffic Safety Information (TSI) trooper to conduct CMV presentations within their respective troop. An additional outreach method is the practice of CMV safety promotional items including the Trucker's Against Trafficking (TAT) programs. These materials are distributed to the public at North Carolina weigh stations.

2) Trucking / Passenger Carrier Industry

The NCSHP conducts CMV safety awareness presentations at various industry meetings, conferences, and truck driving schools. These presentations included topics of the FAST ACT, MAP-21, CSA, inspection procedures, aggressive driving behaviors, texting while driving, seat belt usage, load securement, and how to apply for a USDOT-NC number.

3) Law Enforcement / Judicial Community

The NCSHP will continue to conduct CMV awareness training to law enforcement agencies to increase their knowledge of CMV laws and how to effectively stop CMVs safely on public roads within their jurisdictions and properly report CMV crashes. These activities provide educational information to the judicial community to improve their knowledge of CMV laws and regulations. The NCSHP will also seek to increase CMV adjudication rates for CMV convictions as written on traffic citations. In the past the NCSHP has encountered obstacles in educating and getting the judicial community statewide to understand the FMCSR regulations as well as CMV laws. This is still an ongoing issue. To address this issue, NCSHP personnel will continue conversations with the judicial community to find the most effective venues to conduct CMV presentations.

Projected Goals for FY 2018

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
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	250
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	350
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2
<input type="radio"/>	<input checked="" type="radio"/>	State-Sponsored Outreach Events	0
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	8
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	10

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

The number of presentations, duration, and attendees for each audience group will be recorded and reported quarterly.

1) **General Motoring Public / Teen / Older Drivers** - The number of presentations to the general motoring public, young and older drivers, the presentation duration, and the number of attendees at these presentations.

- 3) **Trucking / Passenger Carrier Industry** - Number of presentations made to trucking industry, the presentation duration, and number of attendees.
- 4) **Law Enforcement / Judicial Community** - The number of presentations, the presentation duration, and number of law enforcement agencies participating in the training.

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	No

Available data sources:

- [FMCSA website SSDQ information](#)

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

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

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

6/19/2017

Narrative Overview for FY 2018

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.

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.

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.

North Carolina will continuously monitor SSDQ data on A&I to ensure continued "Good" status.

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	1035	936	1109	1301	1722
Intrastate	0	0	0	0	0
Total Audits	1035	936	1109	1301	1722

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

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

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

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 - New Entrant Safety Audits		
	FY 2018	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	236	0
# of Safety Audits (Offsite)	1454	0
# Group Audits	0	0
TOTAL Safety Audits	1690	0
# of Non-Audit Resolutions	1007	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 North Carolina State Highway Patrol (NCSHP) has fourteen (14) civilian auditor positions dedicated to conducting New Entrant Audits in order to assist the Federal Motor Carrier Safety Administration (FMCSA) with the New Entrant Congressional mandate. In addition, there will be two (2) coordinators which will work closely with the FMCSA Federal & State Program Specialists to provide scheduling of assignments, assurance of accuracy in data submitted (safety audits), and act as a liaison between the auditors and the FMCSA personnel. The coordinators also conduct safety audits.

There are currently 2 vacancies in the New Entrant Audit Program. There is one (1) Auditor vacancy and one (1) New Entrant Coordinator vacancy. There are a total of 14 Auditor positions and 2 New Entrant Audit Coordinator positions.

The projected goals in this FFY2018 grant application are based on the thirteen (13) occupied New Entrant Auditor positions funded by the Basic Grant. Even though there are a total of 14 New Entrant Safety Auditor positions, the projected goals are based on the 13 occupied positions with trained New Entrant Safety Auditors. The 14th position, which is vacant, has been posted by the NCSHP for applications. Once the position is filled, the NCSHP anticipates that it will take almost this entire grant year to get the new auditor trained and certified to conduct NAS inspections and New Entrant Safety Audits. The same potentially applies to the New Entrant Safety Coordinator.

All auditors have been trained in accordance with FMCSA standards and have been through field, on-job-training (OJT) with the NCSHP New Entrant Audit Coordinator. Auditors are located throughout the state and conduct New Entrant safety audits which consist of a review of the carrier's safety management system.

The goal of the North Carolina State Highway Patrol New Entrant Safety Audit Program is to effectively and efficiently manage the workload of New Entrant carriers after entering into the Motor Carrier Management Information System (MCMIS) system, NEWS (New Entrant Web System), and Gotham (FMCSA's analysis system) by conducting safety audits within the allotted time frame for the specified carrier type (property/passenger).

The North Carolina State Highway Patrol New Entrant Safety Audit Program proposes to conduct 1,690 New Entrant safety audits within the statutory timeframe of FFY2018 by utilizing thirteen (13) full-time New Entrant Safety Auditors and two (2) New Entrant Audit Coordinators. The fourteenth auditor position would not be able to contribute to the overall New Entrant Audit goal until they have completed all of the required training.

North Carolina has a significant number of new carriers entering into the GOTHAM and NEWS systems (carrier information systems supported by FMCSA) on an annual basis. As of 31 May 2017, there were a total of 1,275 carriers in GOTHAM (FMCSA's analysis system) that need to be audited. Also, as of this same date, the NCSHP has completed 1,055 safety audits. This is an average of 132 audits per month (over an 8 month period). If we continue at the current rate, it is anticipated that the NCSHP will conduct approximately 1,584 safety audits for FFY2017. The annual goal set forth for the New Entrant Audit Program at the beginning of the year was 1,950 audits. Our program is anticipated to not meet our annual FFY2017 of 1,950 due to the vacancies that exist and performance issues with some current auditors, which has since been resolved due to the performance appraisal process.

Our FFY2018 goal (listed above and below) is 1,690 safety audits. This goal is based on an annual average of 130 New Entrant Safety Audits from each of the 13 certified New Entrant Auditors. Audits conducted by the New Entrant Auditor Coordinators during this time frame are not included in this goal. Guidance received from the FMCSA estimates that approximately 60 – 80 percent of all New Entrant audits will be designated for an offsite review. From October 1, 2016 to May 31st, 2017, 86% of the audits conducted by the NCSHP were offsite audits. The remainder of the audits, 14%, were onsite.

As the New Entrant Program evolves and changes, North Carolina will continue focusing on improving its overall function and efficiency. This will be achieved by maintaining the quantity of audits (per auditor) and increasing the quality of motor carrier contacts by providing accurate, quality education and guidance to motor carriers.

Activity Plan: *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.*

The statutory timelines for completing New Entrant safety audits are allotted at 12 months for property carriers and 120 days for passenger carriers.

Mitigating Actions: Group audits will be held on an as needed basis. Due to the offsite auditing process, group audits are not anticipated or planned at this time; however, New Entrant auditor in-service training will be conducted annually.

The offsite process has assisted in maintaining the effectiveness and efficiency of our New Entrant Audit program by expediting the amount of time required to complete an audit. Offsite audits have led to reduced costs related to vehicle operation (gas, maintenance) as well as reduced man-hours per audit.

The New Entrant Safety Auditors report to the New Entrant Auditor Coordinators. The New Entrant Auditor Coordinators will monitor the NEWS (New Entrant Web System), Gotham, and MICMIS websites to monitor assignment list for each safety auditor assigned to them, and ensure that the New Entrant carriers that appear on these list are having safety audits completed within the specified time frame for the carrier type (property/passenger).

New Entrant grant funded personnel will conduct the appropriate number of safety audits required to meet the minimum federal standards set forth in 49 C.F.R. part 385, subpart C and have access to FMCSA information systems to upload inspection reports. NCSHP safety auditors are required to maintain their NAS/CVSA Level one and Hazardous Materials inspection certifications by conducting 32 Level one (including 8 Haz-Mat) inspections during each federal fiscal year (1 October – 30 September). In addition to their audit activities, each safety auditor is given sufficient time to complete their required certification inspections.

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.*

The New Entrant Auditor Coordinators will monitor safety auditor inspection performance on a quarterly basis to ensure that each auditor assigned to them are working toward completing their required annual certification inspections in a sufficient and timely manner.

The New Entrant Audit Program Coordinators will monitor the individual work load assigned to each safety auditor on a monthly basis to ensure that the new audit timelines are being met which would prevent overdue carrier audits from appearing on the NEWS, MCMIS, and GOTHAM list. In addition to monthly monitoring, the New Entrant Audit Program Coordinator will also make contact with the appropriate auditor when any carrier is close to becoming overdue on the GOTHAM, NEWS, or MCMIS list. The New Entrant Coordinators will also ensure accuracy and completeness for audits that have been completed. They will closely monitor New Entrant Auditor performance to ensure they meet their goals. They will also document auditor performance as needed.

The NCSHP New Entrant Program is measured by carrier contacts (New Entrant Safety Audits, and non-audit resolutions) on a quarterly basis. Each auditor is given a goal of 130 audits per year. Individual auditor performance toward meeting their annual goal will be measured on a monthly basis by the New Entrant program coordinators. This will ensure they are on target to meet their specified goal. The agency NE goal will also be measured on a quarterly basis by NCSHP Headquarters personnel to ensure that the agency is on target to meet the overall audit performance goal as specified above. The Motor Carrier Management Information System (MCMIS) and GOTHAM will be utilized to

assist with tracking individual New Entrant Auditor and agency New Entrant performance.

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.

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

Enter your State's OOS Catch Rate percentage if below 85 percent: 61%

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

North Carolina's objective is to increase the identification rate of Federally OOS vehicles to 85%, compliant with FMCSA's national goals.

Program Activities: 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.

1. Continue to utilize the safety rating dashboard available to field personnel via the FuelTacs system (North Carolina's version of Aspen). This dashboard provides an automatic check of the carriers safety status which checks credential information and whether a vehicle is in OOS status. In order to meet the goal of 85% catch rate, North Carolina will continue training of field personnel to ensure the proper steps and actions to take with enforcement of federal out of service orders.
2. Communication to the field will continue regarding the utilization of available technology to ensure the compliance and use of said technology. Monitoring will also take place at HQ via reports to ensure compliance.
3. Continue to monitor the FMCSA's monthly OOS report and make contact with field personnel who released federal OOS carriers during a stop.
4. Continue to deploy the following technologies to assist enforcement members in becoming more effective. North Carolina currently has 3 virtual weigh stations and 4 fixed weigh stations that have automated license plate readers (ALPR) installed. The primary goal of these ALPR systems is to identify vehicles that are operating under a federal OOS order. A secondary goal is to identify vehicles selected for inspection by PRISM or have high Safety scores. North Carolina is in the process of installing ALPRs at 2 additional sites at this time.

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

1. Meet the federal OOS carrier catch rate of 85% or more with active OOS Orders.
2. Utilize monthly PRISM reports generated within our agency to monitor the performance measures for OOS orders.
3. Monitor reports and accountability for members /supervisors in the field.

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.

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.

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

Part 4 - Financial Information

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	\$8,690,926.00	\$1,533,693.00	\$10,224,619.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount):	\$1,533,693.00
MOE Baseline:	\$595,164.20

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):	\$1,533,693.00

Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time	Annual Salary	Total Project Costs	Federal Share	State Share
Social Research Specialist	1	100.0000	\$65,000.00	\$65,000.00	\$55,250.00	\$9,750.00
Technology Support Specialist	1	100.0000	\$69,500.00	\$69,500.00	\$59,075.00	\$10,425.00
Technology Support Analyst - MCSAP	1	100.0000	\$47,094.00	\$47,094.00	\$40,029.90	\$7,064.10
Information Processing Assistant - MCSAP	1	100.0000	\$40,822.00	\$40,822.00	\$34,698.70	\$6,123.30
Data Entry Operator - MCSAP	1	100.0000	\$34,687.00	\$34,687.00	\$29,483.95	\$5,203.05
Processing Assistant V	1	100.0000	\$41,909.00	\$41,909.00	\$35,622.65	\$6,286.35
Processing Tech - MCSAP	1	100.0000	\$40,013.00	\$40,013.00	\$34,011.05	\$6,001.95
Data Entry Operator II - MCSAP	1	100.0000	\$34,888.00	\$34,888.00	\$29,654.80	\$5,233.20
Auditor-MCSAP	1	100.0000	\$46,793.00	\$46,793.00	\$39,774.05	\$7,018.95
Auditor-MCSAP	1	100.0000	\$56,107.00	\$56,107.00	\$47,690.95	\$8,416.05
Civilian Trainer	1	100.0000	\$61,604.00	\$61,604.00	\$52,363.40	\$9,240.60
Accountant	1	25.0000	\$55,184.00	\$13,796.00	\$11,726.60	\$2,069.40
Grants Manager	1	25.0000	\$67,228.00	\$16,807.00	\$14,285.95	\$2,521.05
Captain MCSAP	1	100.0000	\$93,481.00	\$93,481.00	\$79,458.85	\$14,022.15
Lieutenant MCSAP	1	100.0000	\$85,480.00	\$85,480.00	\$72,658.00	\$12,822.00
First Sergeant - MCSAP	1	100.0000	\$78,166.00	\$78,166.00	\$66,441.10	\$11,724.90
Sergeant - MCSAP	9	100.0000	\$71,617.00	\$644,553.00	\$547,870.05	\$96,682.95
Trooper-MCSAP	66	100.0000	\$62,874.00	\$4,149,684.00	\$3,527,231.40	\$622,452.60
New Entrant Auditor Coordinator	2	100.0000	\$53,627.00	\$107,254.00	\$91,165.90	\$16,088.10
New Entrant Auditor	14	100.0000	\$50,000.00	\$700,000.00	\$595,000.00	\$105,000.00
Subtotal: Salary				\$6,427,638.00	\$5,463,492.30	\$964,145.70
Overtime Project Costs						
Subtotal: Overtime				\$0.00	\$0.00	\$0.00
TOTAL: Personnel				\$6,427,638.00	\$5,463,492.30	\$964,145.70
Accounting Method:	Cash					
Planned MOE: Personnel	\$400,000.00					

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

There are 66 LEO MCSAP positions statewide (Troops A-H) who are dedicated 100% of the time to MCSAP activities. In essence, these positions are directly reserved for CVSA certified members who are doing 100% MCSAP eligible activities with all of their time.

Along with these positions, there are 8 LEO MCSAP Sergeant positions in the field, one for each troop. They are also dedicated to MCSAP supervisory activities 100% of the time.

There are 4 LEO MCSAP positions at Headquarters that serve as the MCSAP administrator and administrative staff. They are also dedicated to MCSAP supervisory activities 100% of the time.

There are 9 civilian support positions at Headquarters and Technical Services that are designated to MCSAP support activities 100% of the time.

1. Tech Support Specialist: Position located at our Technical Services Unit dealing with MCE application and software for the MCSAP programs.
2. Tech Support Analyst: Position located at Technical Services Unit dealing with MCE applications and software for the MCSAP programs.
3. Information Processing Assistant: Position located at HQ and handles all Data Q's and inspection information for the MCSAP program
4. Data Entry Operator: Position located and HQ and handles all inspection reports and correspondences related to the MCSAP program
5. Processing Assistant: Position located at HQ and handles all MCSAP related internal correspondences, office duties, processing invoices, etc, needed to support the MCSAP program
6. Processing Tech: Position located at HQ and handles all uploads and internal data as it relates to inspections, etc. works with DMV on collisions involving CMV's

7. Data Entry Operator II: Position located at HQ and handles inspection reports and payments for OOS fines, etc.
8. Social Research Specialist- Position located at HQ and manages the MCSAP grant to include financial and programmatic duties and responsibilities.
9. Civilian Trainer- Position located at HQ and provides training to the MCE troopers to support the roles and responsibilities of the troopers in the MCE program.

There are 2 civilian members funded 100% by MCSAP who were previously funded by the new entrant auditor program, however the scope of their duties is better fit for MCSAP basic.

There are 2 positions funded at 25% each given their administrative responsibilities to the grant.

That is a TOTAL of 89 FULL TIME MCSAP positions funded by 100% MCSAP fund and 2 positions funded at 25%. As part of the personnel budget there is regular salary and regular LEO salary.

There are 2 New Entrant Auditor Coordinator Positions and 14 New Entrant Auditors positions (for a total of 16) funded at 100%.

All salaries for sixteen (16) employees funded through the New Entrant grant are dedicated 100% of the time to completing approved new entrant activities.

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
Social Research Specialist	36.3000	\$65,000.00	\$23,595.00	\$20,055.75	\$3,539.25
Technology Support Specialist	37.5600	\$69,500.00	\$26,104.20	\$22,188.57	\$3,915.63
Technology Support Analyst	41.5000	\$47,094.00	\$19,544.01	\$16,612.41	\$2,931.60
Information Processing Assistant	43.3800	\$40,822.00	\$17,708.58	\$15,052.29	\$2,656.29
Data Entry Operator	45.8700	\$34,687.00	\$15,910.92	\$13,524.28	\$2,386.64
Processing Assistant V	43.0100	\$41,909.00	\$18,025.06	\$15,321.30	\$2,703.76
Processing Tech-MCSAP	43.6600	\$40,013.00	\$17,469.67	\$14,849.22	\$2,620.45
Data Entry Operator II	45.7700	\$34,888.00	\$15,968.23	\$13,573.00	\$2,395.23
Auditor -MCSAP	41.5800	\$46,793.00	\$19,456.52	\$16,538.04	\$2,918.48
Auditor-MCSAP	39.5400	\$56,107.00	\$22,184.70	\$18,857.00	\$3,327.70
Civilian Trainer	38.6200	\$61,604.00	\$23,791.46	\$20,222.74	\$3,568.72
Accountant	70.9900	\$13,796.00	\$9,793.78	\$8,324.71	\$1,469.07
Grants Manager	63.5200	\$16,807.00	\$10,675.80	\$9,074.43	\$1,601.37
Captain	40.5600	\$93,481.00	\$37,915.89	\$32,228.51	\$5,687.38
Lieutenant	41.2000	\$85,480.00	\$35,217.76	\$29,935.10	\$5,282.66
First Sergeant	41.7900	\$78,166.00	\$32,665.57	\$27,765.73	\$4,899.84
Sergeant	42.4800	\$631,917.00	\$268,438.34	\$228,172.59	\$40,265.75
Trooper-MCSAP	43.6100	\$4,068,372.00	\$1,774,217.02	\$1,508,084.47	\$266,132.55
New Entrant Auditor Coordinator	40.0100	\$107,254.00	\$42,912.32	\$36,475.47	\$6,436.85
New Entrant Auditor	40.7900	\$700,000.00	\$285,530.00	\$242,700.50	\$42,829.50
TOTAL: Fringe Benefits			\$2,717,124.83	\$2,309,556.11	\$407,568.72
Planned MOE: Fringe Benefits	\$0.00				

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

Basic: Fringe benefits are calculated as a summation of the actual fringe benefits per employee and include: Longevity Pay, Social Security, Health Insurance, Retirement contribution, Flex Spending Account, Disability, LEO Separation Allowance and Workers Compensation. The amount included here is a projection based on the current personnel that are assigned to do inspections for a percentage of time. The costs of fringe are provided under written leave policies and are equitably allocated to all related activities and the cash accounting basis is consistently followed by the state.

A spreadsheet generated by Beacon, the state's time and attendance system, with the projected breakdown of the salary and fringe of each individual can be submitted upon request. The figures listed above are a best-estimate of the fringe benefits associated with personnel costs for billable MCSAP activities. For example, even though personnel may have the same working title (i.e., trooper) they could have different rates of retirement contribution (longevity) or vacation. Therefore individual actual fringe may be different.

The specific amount will be included with each voucher as supporting documentation and will reflect the actual amount of fringe benefits. Fringe Benefits include: Social Security is 7.65%, Civilian Retirement Contribution is 17.13%, LEO Retirement Contribution is 22.13%, Health insurance is a specific amount (\$5,754), and longevity depends on years of service.

New Entrant: Fringe Benefits are a summation of the actual fringe benefits per employee and include: Longevity pay, Social Security Contributions (7.65%), Retirement contributions (17.13%) for Civilian and (22.13%) for sworn, and Medical Insurance (\$5,754 each), Workers Compensations (estimated), and Flexible Spending(estimated). All employees are 100% dedicated to the New Entrant Program. The specific amount for each account will be included in each voucher. A breakdown for each employee (based on exact costs) is available upon request. Please see the ATTACHED list of employees with the individual fringe amount included.

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
ITS Conference	2	4	\$3,674.00	\$3,122.90	\$551.10
FMCSA Workshop	8	4	\$12,496.00	\$10,621.60	\$1,874.40
CVSA Conference(Fall/Spring)	6	12	\$31,116.00	\$26,448.60	\$4,667.40
COMED	2	6	\$5,186.00	\$4,408.10	\$777.90
FMCSA Training	8	4	\$7,696.00	\$6,541.60	\$1,154.40
NAIC	3	8	\$7,572.00	\$6,436.20	\$1,135.80
MCE (Spring)	70	3	\$24,759.00	\$21,045.15	\$3,713.85
NE Auditor Regional	2	4	\$2,162.00	\$1,837.70	\$324.30
NE Travel	16	2	\$3,772.80	\$3,206.88	\$565.92
Port Checks	120	8	\$56,592.00	\$48,103.20	\$8,488.80
TOTAL: Travel			\$155,025.80	\$131,771.93	\$23,253.87
Planned MOE: Travel	\$0.00				

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

ITS Conference:

2 personnel *4 days*40.50 per day (per diem)

Flight (600 per person) to include baggage fee and shuttle

Hotel (200 per night)

Registration 275/person

FMCSA Workshop:

8 personnel *4 days*40.50 per day (per diem)

Flight (600 per person) to include baggage fee and shuttle

Hotel (200 per night)

CVSA (Fall/Spring):

6 personnel *12 days*40.50 per day (per diem)

Flight (600 per person) to include baggage fee and shuttle

Hotel (200 per night)

Registration 550/person

COMED:

2 personnel *6 days*40.50 per day (per diem)

Flight (600 per person) to include baggage fee and shuttle

Hotel (200 per night)

Registration 550/person

FMCSA Grant Training:

8 personnel *4 days*40.50 per day (per diem)
Hotel (200 per night)

NAIC:

3 personnel *8 days*40.50 per day (per diem)
Flight (600 per person) to include baggage fee and shuttle
Hotel (200 per night)

MCE (Spring):

70 personnel *3 days*37.90 per day (per diem)
Hotel (80 per night)

NE Auditor Regional

2 personnel *4 days*40.50 per day (per diem)
Flight (600 per person) to include baggage fee and shuttle
Hotel (200 per night)

NE Travel

16 personnel *2 days*37.90 per day (per diem)
Hotel (80 per night)

Port Checks (2)

60 personnel*4 days *37.90 per day (per diem)
Hotel (80 per night)

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	13	\$27,900.00	100	\$362,700.00	\$308,295.00	\$54,405.00
TOTAL: Equipment				\$362,700.00	\$308,295.00	\$54,405.00
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 patrol request to purchase 5 new vehicles that will replace vehicles that have reached their life expectancy as described in the states vehicle replacement policy. The vehicles will be utilized to carry out eligible grant duties needed to carry out the scope of the grant. The vehicles cost about \$27,900 per vehicle and will be used towards eligible grant activities.

UPDATE(8-17-18): * With the additional funds awarded, we plan to buy an additional 8 cars for a total of 13 cars at \$362,700.00

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
Regulation Books- Out of Service	320	0	\$21.00	\$6,720.00	\$5,712.00	\$1,008.00
Regulation Book-FMCSR Handbook	320	0	\$7.00	\$2,240.00	\$1,904.00	\$336.00
Regulation Book-49CFR	320	0	\$19.00	\$6,080.00	\$5,168.00	\$912.00
Office Supplies	12	0	\$285.00	\$3,420.00	\$2,907.00	\$513.00
800 mhz portable radio and charger	115	0	\$56.40	\$6,486.00	\$5,513.10	\$972.90
MDT	115	0	\$85.20	\$9,798.00	\$8,328.30	\$1,469.70
Watchguard Video	115	0	\$118.80	\$13,662.00	\$11,612.70	\$2,049.30
Dodge Charger	115	0	\$706.80	\$81,282.00	\$69,089.70	\$12,192.30
Class B Uniform	115	0	\$31.20	\$3,588.00	\$3,049.80	\$538.20
TOTAL: Supplies				\$133,276.00	\$113,284.60	\$19,991.40
Planned MOE: Supplies	\$0.00					

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

Regulation Books for BASIC and New Entrant: (320)

Out of Service: \$21 each ; FMCSR: \$7 each and 49 CFR: \$19 each

Office Supplies: \$250/month (to include paper, pens, ink, etc...)

The following items will be charged based upon an approved usage rate (as follows):

800 mhz portable radio: \$564/year at 10% = **\$56.40** (per trooper)

MDT printer and mounts: \$852/year at 10% = **\$85.20** (per trooper)

Watchguard Video: \$1,188/year at 10% = **\$118.80** (per trooper)

Dodge Charger: \$7,068/year at 10% = **\$706.80** (per trooper)

Class B Uniforms: \$312/year at 10% = **\$31.20** (per trooper)

S&W MEMBERS: 115 Troopes who will allocate up to 40% of their time towards eligible activities. (Note: * Above calculations are only calculated at 10% given total overall funding limitations, if additional money is received up to the full 40% of eligible activities will be charged to the grant).

The equipment listed (800 mhz radio, MDT printer and Watchguard video) are all items needed to equip the trooper with and aid in performing job duties. Class B uniforms are designated to MCSAP troopers that aid in performing eligible inspections.

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
NCSU(ITRE)	EIN	566000756	Contract	\$197,696.00	\$168,041.60	\$29,654.40
Description of Services: Analytical Fees						
TOTAL: Contractual and Subaward				\$197,696.00	\$168,041.60	\$29,654.40
Planned MOE: Contractual and Subaward	\$0.00					

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

ITRE provides critical program evaluation services, analysis tools, research and training that assist with developing and improving state and troop-level operational enforcement planning. ITRE has continuously maintained support of the MCE MCSAP program since 2005, and has supported CMV crash mapping efforts since 2001. During this period, a number of analysis and program evaluation capabilities have been developed by ITRE, and made available via NC State University's Commercial Vehicle Enforcement Resource Lab (COVERLAB). COVERLAB-developed analytic tools and resources are actively being used by Troop command staff and supervisors for tracking and improving MCSAP measurable goals and objectives. The MCSAP program relies on the continuation of this partnership to ensure both program continuity as well as the efficient use of enforcement resources by virtue of developing 'smart' strategies.

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
CVSA Membership	1		\$14,800.00	\$14,800.00	\$12,580.00	\$2,220.00
NCID User Fee	105		\$118.68	\$12,461.40	\$10,592.19	\$1,869.21
Microsoft Enterprise	105		\$245.00	\$25,725.00	\$21,866.25	\$3,858.75
Office Space for MCSAP Field Offices	1		\$67,877.51	\$67,877.51	\$57,695.89	\$10,181.62
Postage, Freight and Delivery	12		\$250.00	\$3,000.00	\$2,550.00	\$450.00
CVSA Decals	13000		\$0.30	\$3,900.00	\$3,315.00	\$585.00
Phones	31		\$480.00	\$14,880.00	\$12,648.00	\$2,232.00
Air Cards	103		\$480.00	\$49,440.00	\$42,024.00	\$7,416.00
Maintenance Contracts	1		\$1,500.00	\$1,500.00	\$1,275.00	\$225.00
Office Phones(Troop H)	1		\$300.00	\$300.00	\$255.00	\$45.00
PC Miler	1		\$15,300.00	\$15,300.00	\$13,005.00	\$2,295.00
Lease Office Utilities	5		\$1,500.00	\$7,500.00	\$6,375.00	\$1,125.00
RegScan	1		\$14,474.00	\$14,474.00	\$12,302.90	\$2,171.10
TOTAL: Other Costs				\$231,157.91	\$196,484.23	\$34,673.68
Planned MOE: Other Costs	\$200,000.00					

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

Microsoft Enterprise Agreement for MCSAP and New Entrant: \$245 (per person)-89 MCSAP and 16 NE=105 personnel

NCID User Fee: \$9.89 per month/person (\$118.68 year/person)- 89 MCSAP and 16 NE=105 personnel

Office Space for 5 MCSAP District Offices (leases vary by location)

Postage, Freight and Delivery: \$250/month

Cell Phone: \$40 (month) X 12 months X 31 personnel (8 Sgts, 5 HQ staff and 16 NE Auditors and 2 BASIC Auditors)

Air Card: \$40 (month) x12 months X 103 personnel (66 Field Troopers; 8 Sgts; 11 HQ Staff; 18 Auditors)

Maintenance contracts covers extended warranties, regularly scheduled maintenance (copiers, printers) and other maintenance agreements on equipment.

Troop H Office Phone: \$25 month (12 months)= \$300

PC Miler: Inspetion Software (1 year)

Lease Office Utilities: Average \$1,500 per month (per office)

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	\$8,690,926.00	\$1,533,693.00	\$10,224,619.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$1,533,693.00
MOE Baseline:	\$595,164.20

Estimated Expenditures			
Personnel			
	Federal Share	State Share	Total Project Costs
Social Research Specialist	\$55,250.00	\$9,750.00	\$65,000.00
Technology Support Specialist	\$59,075.00	\$10,425.00	\$69,500.00
Technology Support Analyst - MCSAP	\$40,029.90	\$7,064.10	\$47,094.00
Information Processing Assistant - MCSAP	\$34,698.70	\$6,123.30	\$40,822.00
Data Entry Operator - MCSAP	\$29,483.95	\$5,203.05	\$34,687.00
Processing Assistant V	\$35,622.65	\$6,286.35	\$41,909.00
Processing Tech - MCSAP	\$34,011.05	\$6,001.95	\$40,013.00
Data Entry Operator II - MCSAP	\$29,654.80	\$5,233.20	\$34,888.00
Auditor-MCSAP	\$39,774.05	\$7,018.95	\$46,793.00
Auditor-MCSAP	\$47,690.95	\$8,416.05	\$56,107.00
Civilian Trainer	\$52,363.40	\$9,240.60	\$61,604.00
Accountant	\$11,726.60	\$2,069.40	\$13,796.00
Grants Manager	\$14,285.95	\$2,521.05	\$16,807.00
Captain MCSAP	\$79,458.85	\$14,022.15	\$93,481.00
Lieutenant MCSAP	\$72,658.00	\$12,822.00	\$85,480.00
First Sergeant - MCSAP	\$66,441.10	\$11,724.90	\$78,166.00
Sergeant - MCSAP	\$547,870.05	\$96,682.95	\$644,553.00
Trooper-MCSAP	\$3,527,231.40	\$622,452.60	\$4,149,684.00
New Entrant Auditor Coordinator	\$91,165.90	\$16,088.10	\$107,254.00
New Entrant Auditor	\$595,000.00	\$105,000.00	\$700,000.00
Salary Subtotal	\$5,463,492.30	\$964,145.70	\$6,427,638.00
Overtime subtotal	\$0.00	\$0.00	\$0.00
Personnel total	\$5,463,492.30	\$964,145.70	\$6,427,638.00
Planned MOE	\$400,000.00		

Fringe Benefits			
	Federal Share	State Share	Total Project Costs
Social Research Specialist	\$20,055.75	\$3,539.25	\$23,595.00
Technology Support Specialist	\$22,188.57	\$3,915.63	\$26,104.20
Technology Support Analyst	\$16,612.41	\$2,931.60	\$19,544.01
Information Processing Assistant	\$15,052.29	\$2,656.29	\$17,708.58
Data Entry Operator	\$13,524.28	\$2,386.64	\$15,910.92
Processing Assistant V	\$15,321.30	\$2,703.76	\$18,025.06
Processing Tech-MCSAP	\$14,849.22	\$2,620.45	\$17,469.67
Data Entry Operator II	\$13,573.00	\$2,395.23	\$15,968.23
Auditor -MCSAP	\$16,538.04	\$2,918.48	\$19,456.52
Auditor-MCSAP	\$18,857.00	\$3,327.70	\$22,184.70
Civilian Trainer	\$20,222.74	\$3,568.72	\$23,791.46
Accountant	\$8,324.71	\$1,469.07	\$9,793.78
Grants Manager	\$9,074.43	\$1,601.37	\$10,675.80
Captain	\$32,228.51	\$5,687.38	\$37,915.89
Lieutenant	\$29,935.10	\$5,282.66	\$35,217.76
First Sergeant	\$27,765.73	\$4,899.84	\$32,665.57
Sergeant	\$228,172.59	\$40,265.75	\$268,438.34
Trooper-MCSAP	\$1,508,084.47	\$266,132.55	\$1,774,217.02
New Entrant Auditor Coordinator	\$36,475.47	\$6,436.85	\$42,912.32
New Entrant Auditor	\$242,700.50	\$42,829.50	\$285,530.00
Fringe Benefits total	\$2,309,556.11	\$407,568.72	\$2,717,124.83
Planned MOE	\$0.00		

Travel			
	Federal Share	State Share	Total Project Costs
ITS Conference	\$3,122.90	\$551.10	\$3,674.00
FMCSA Workshop	\$10,621.60	\$1,874.40	\$12,496.00
CVSA Conference(Fall/Spring)	\$26,448.60	\$4,667.40	\$31,116.00
COMED	\$4,408.10	\$777.90	\$5,186.00
FMCSA Training	\$6,541.60	\$1,154.40	\$7,696.00
NAIC	\$6,436.20	\$1,135.80	\$7,572.00
MCE (Spring)	\$21,045.15	\$3,713.85	\$24,759.00
NE Auditor Regional	\$1,837.70	\$324.30	\$2,162.00
NE Travel	\$3,206.88	\$565.92	\$3,772.80
Port Checks	\$48,103.20	\$8,488.80	\$56,592.00
Travel total	\$131,771.93	\$23,253.87	\$155,025.80
Planned MOE	\$0.00		

Equipment			
	Federal Share	State Share	Total Project Costs
Venicles	\$308,295.00	\$54,405.00	\$362,700.00
Equipment total	\$308,295.00	\$54,405.00	\$362,700.00
Planned MOE	\$0.00		

Supplies			
	Federal Share	State Share	Total Project Costs
Regulation Books- Out of Service	\$5,712.00	\$1,008.00	\$6,720.00
Regulation Book-FMCSR Handbook	\$1,904.00	\$336.00	\$2,240.00
Regulation Book-49CFR	\$5,168.00	\$912.00	\$6,080.00
Office Supplies	\$2,907.00	\$513.00	\$3,420.00
800 mhz portable radio and charger	\$5,513.10	\$972.90	\$6,486.00
MDT	\$8,328.30	\$1,469.70	\$9,798.00
Watchguard Video	\$11,612.70	\$2,049.30	\$13,662.00
Dodge Charger	\$69,089.70	\$12,192.30	\$81,282.00
Class B Uniform	\$3,049.80	\$538.20	\$3,588.00
Supplies total	\$113,284.60	\$19,991.40	\$133,276.00
Planned MOE	\$0.00		

Contractual and Subaward			
	Federal Share	State Share	Total Project Costs
NCSU(ITRE)	\$168,041.60	\$29,654.40	\$197,696.00
Contractual and Subaward total	\$168,041.60	\$29,654.40	\$197,696.00
Planned MOE	\$0.00		

Other Costs			
	Federal Share	State Share	Total Project Costs
CVSA Membership	\$12,580.00	\$2,220.00	\$14,800.00
NCID User Fee	\$10,592.19	\$1,869.21	\$12,461.40
Microsoft Enterprise	\$21,866.25	\$3,858.75	\$25,725.00
Office Space for MCSAP Field Offices	\$57,695.89	\$10,181.62	\$67,877.51
Postage, Freight and Delivery	\$2,550.00	\$450.00	\$3,000.00
CVSA Decals	\$3,315.00	\$585.00	\$3,900.00
Phones	\$12,648.00	\$2,232.00	\$14,880.00
Air Cards	\$42,024.00	\$7,416.00	\$49,440.00
Maintenance Contracts	\$1,275.00	\$225.00	\$1,500.00
Office Phones(Troop H)	\$255.00	\$45.00	\$300.00
PC Miler	\$13,005.00	\$2,295.00	\$15,300.00
Lease Office Utilities	\$6,375.00	\$1,125.00	\$7,500.00
RegScan	\$12,302.90	\$2,171.10	\$14,474.00
Other Costs total	\$196,484.23	\$34,673.68	\$231,157.91
Planned MOE	\$200,000.00		

Total Costs			
	Federal Share	State Share	Total Project Costs
Subtotal for Direct Costs	\$8,690,925.77	\$1,533,692.77	\$10,224,618.54
Total Costs Budgeted	\$8,690,925.77	\$1,533,692.77	\$10,224,618.54
Total Planned MOE	\$600,000.00		

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	\$8,690,926.00	\$1,533,693.00	\$10,224,619.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$1,533,693.00
MOE Baseline:	\$595,164.20

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs	Planned MOE Costs
Salary Subtotal	\$5,463,492.30	\$964,145.70	\$6,427,638.00	NA
Overtime Subtotal	\$0.00	\$0.00	\$0.00	NA
Personnel Total	\$5,463,492.30	\$964,145.70	\$6,427,638.00	\$400,000.00
Fringe Benefits Total	\$2,309,556.11	\$407,568.72	\$2,717,124.83	\$0.00
Travel Total	\$131,771.93	\$23,253.87	\$155,025.80	\$0.00
Equipment Total	\$308,295.00	\$54,405.00	\$362,700.00	\$0.00
Supplies Total	\$113,284.60	\$19,991.40	\$133,276.00	\$0.00
Contractual and Subaward Total	\$168,041.60	\$29,654.40	\$197,696.00	\$0.00
Other Costs Total	\$196,484.23	\$34,673.68	\$231,157.91	\$200,000.00
	85% Federal Share	15% State Share	Total Project Costs	Planned MOE Costs
Subtotal for Direct Costs	\$8,690,925.77	\$1,533,692.77	\$10,224,618.54	\$600,000.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$8,690,925.77	\$1,533,692.77	\$10,224,618.54	\$600,000.00

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? Erik Hooks
2. What is this person's title? Secretary
3. Who is your Governor's highway safety representative? Mark Ezzell
4. What is this person's title? Director

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

- ☒ Yes
- ☐ No

State Certification declaration:

I, Erik Hooks, Secretary, on behalf of the State of NORTH CAROLINA, 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? Erik Hooks
2. What is the title of your certifying State official? Secretary
3. What are the phone # and email address of your State official? 919-733-2126

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

- ☒ Yes
- ☐ No

I, Erik Hooks, 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

FY 2018 Certification of MCSAP Conformance (State Certification)

I (Erik Hooks), (Secretary), on behalf of the State (or Commonwealth) of (North Carolina), as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
2. The State has designated (name of Lead State Agency) as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and (names of agencies) to perform defined functions under the CVSP. The Lead State Agency has the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State must ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.
9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation of the programs to improve motor carrier, CMV, and driver safety.

10. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
11. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
12. The State will (1) establish and dedicate sufficient resources to a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; (2) participate in a national motor carrier safety data correction program (DataQs); (3) participate in appropriate FMCSA systems including information technology and data systems; and (4) ensure information is exchanged in a timely manner with other States.
13. The State will ensure that the CVSP, data collection, and information data systems are coordinated with the State highway safety improvement program under sec. 148(c) of title 23, U.S. Code. The name of the Governor's highway safety representative (or other authorized State official through whom coordination was accomplished) is Mark Ezzell.
14. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
15. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.
17. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C 13902, 31134, and 49 CFR § 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
18. The State will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139 and 49 CFR part 387.
19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.

21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
24. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
25. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
26. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.203 and 350.310.

Date 8-8-17

Signature Eric A. Hooks

ANNUAL CERTIFICATION OF COMPATIBILITY & REGULATORY COMPATIBILITY REVIEW

Requirements

Required by 49 C.F.R. § 350.213(l), this document must be executed by the State's Governor, Attorney General, or other State official specifically designated by the Governor stating that the annual review was performed and the result of the annual review (including information on variances previously approved by FMCSA and variances submitted to FMCSA consideration but not yet approved).

The document must either indicate that State CMV laws remain compatible with the FMCSRs and HMRs or identify any incompatibilities and include an explanation regarding the State's progress towards achieving compatibility and the date by which compatibility is expected to be achieved.

North Carolina Annual Review - Results

The State has adopted commercial motor carrier and highway hazardous materials safety rules and regulations that are compatible with the FMCSRs and the HMRs, including information on variance previously approved by FMCSA.

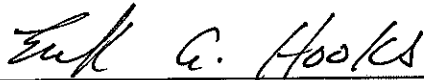
A review was conducted in 2013 and all corrections have been made with the exception of rewriting general statute that pertains to Section 32934 of MAP-21, which provides a wide exception from the regulations for the operation of covered farm vehicles.

North Carolina has rewritten N.C. General Statute 20-376 exempting farmers from Part 396 (Inspection, Repair, and Maintenance), (Federal Inspection). This request has been sent to the N. C. General Assembly for approval. The North Carolina State Highway Patrol has not been given an expected completion date.

The update will read as follows:

- (6) Covered farm vehicle includes any commercial motor vehicle (CMV) (defined in 49 CFR 390.5, but excluding vehicles transporting hazardous materials in a quantity requiring placards), traveling in the State in which the vehicle is registered or another State, and:
 - (a) Is operated by—
 - (i) a farm owner or operator, or an employee or family member of the farm owner or operator; or
 - (ii) a ranch owner or operator; or an employee or family member of the ranch owner or operator.
 - (b) Is being used to transport to or from a farm or ranch—
 - (i) agricultural commodities;
 - (ii) livestock; or

- (iii) machinery or supplies;
- (c) Is equipped with a special license plate or other designation by the State in which the vehicle is registered to allow for identification of the vehicle as a farm vehicle by law enforcement personnel; and
- (d) Has a gross vehicle weight rating (GVWR), gross combination weight rating (GCWR) or gross vehicle weight or gross combination weight, whichever is greater, that is—
- (i) 26,001 pounds or less, for vehicles operating in interstate commerce anywhere in the United States; or
 - (ii) greater than 26,001 pounds and traveling in interstate commerce within the State in which it is registered, or
 - (iii) greater than 26,001 pounds and traveling in interstate commerce within 150 air miles of the farm or ranch with respect to which the vehicle is being operated, regardless of whether it is being operating within the State it is registered.
- (e) The operation of "covered farm vehicles" is exempt from:
- 49 CFR Part 383: Commercial Driver's License Standards; Requirements and Penalties
 - 49 CFR Part 382: Controlled Substances and Alcohol Use and Testing
 - 49 CFR Part 391: Subpart E: Physical Qualifications and Examinations
 - 49 CFR Part 395: Hours of Service
 - 49 CFR Part 396: Inspection, Repair and Maintenance



Erik Hooks, Secretary
NC Department of Public Safety

8-8-17

Date

Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, Erik Hooks, Secretary, 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 below.

Signature of Certifying Official: Erik A. Hooks

Title of Certifying Official: Secretary, Department of Public Safety

Date of Certification: 8-8-17



U.S. Department
of Transportation

Federal Motor Carrier
Safety Administration

1200 New Jersey Avenue, SE
Washington, DC 20590

October 11, 2017

In Reply Refer To: MC-CR
FY 2018 Pre-Award NCDPS

Mr. Eric Hooks, Secretary
North Carolina Department of Public Safety
512 North Salisbury Street
Raleigh, NC, 27604

Dear Mr. Hooks:


We are in receipt of the North Carolina Department of Public Safety/State Highway Patrol's (DPS/SHP) Federal Motor Carrier Safety Administration (FMCSA) Title VI Program Compliance Plan. We have reviewed your FMCSA Title VI Program Compliance Plan and find that the Plan contains all elements stipulated in the FMCSA Title VI Program Compliance Plan Checklist. Therefore, FMCSA approves the North Carolina DPS/SHP's Title VI Program Compliance Plan for Federal Fiscal Year (FY) 2018. We do request that the North Carolina DPS/SHP notify FMCSA's Office of Civil Rights should it provide funding to another Recipient (Sub-Recipient) and/or be the object of a Title VI Program compliance review conducted by another Federal agency. In this eventuality, we will coordinate with the North Carolina DPS/SHP to ensure that the Title VI Program Compliance Plan is updated with the additional information.

On an annual basis, FMCSA's Office of Civil Rights will conduct compliance reviews of a representative sampling of FMCSA Grant Recipients. FMCSA has approximately 125 Recipients annually. If and/or when the North Carolina DPS/SHP is chosen as one of the FMCSA Grant Recipients' Title VI Program that will be reviewed in a given year, the Office of Civil Rights will use the approved Title VI Program Compliance Plan as the basis for conducting the desk audit and will request additional documentation as deemed appropriate during the review.

In addition, a small number of Recipients who are selected for a Title VI Program compliance review will also be selected for an on-site visit which will include personnel interviews. We appreciate your future assistance in the event the North Carolina DPS/SHP is chosen for a compliance review in a given year.

If at any time your Agency has Title VI Program-related questions, please do not hesitate to contact Mr. Lester Finkle, National Title VI Program Manager at (202) 366-4474 or lester.finkle@dot.gov.

Sincerely,


for Kennie J. May, Sr.
Director
Office of Civil Rights

Cc: Brandy Dolby, CJ Planner II/Grants Administrator, North Carolina DPS
Jon McCormick, Division Administrator, North Carolina Division Office



North Carolina Department of Public Safety

Prevent. Protect. Prepare.

Roy Cooper, Governor

Erik A. Hooks, Secretary

December 6, 2017

Jon R. McCormick
Division Administrator
FMCSA NC Division
310 Bern Avenue, Suite 468
Raleigh, NC 27601

RE: Fiscal Year 2018 Commercial Vehicle Safety Plan

Dear Jon:

The North Carolina State Highway Patrol Motor Carrier Enforcement Section has asked the General Counsel's Office to provide an opinion as to whether they may establish goals for stopping non-commercial vehicles. It is my understanding that they have been requested to do so as part of the proposed Commercial Vehicle Safety Plan for FY 2018.

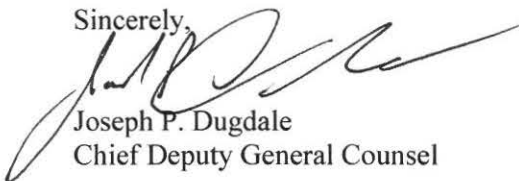
On 21 May 1981, the North Carolina Legislature enacted Session Law 1981 Section 429. That Session Law, entitled AN ACT TO PROHIBIT THE USE OF CITATION QUOTAS BY THE STATE HIGHWAY PATROL, and codified at N.C.G.S. 20-187.3, provides, in pertinent part, as follows:

The Secretary of Crime Control and Public Safety shall not make or permit to be made any order, rule, or regulation requiring the issuance of any minimum number of traffic citations, or ticket quotas, by any member or members of the State Highway Patrol....

For the past 36 years, this statutory provision has been interpreted by the Highway Patrol to prohibit the establishment of goals or quotas for the stopping of vehicles. At the behest of the Motor Carrier Section, I have revisited the interpretation of this provision and, having done so, I remain of the opinion that the Highway Patrol may not lawfully establish any goal that requires them to stop a certain number of non-commercial motor vehicles for any reason whatsoever.

I hope this provides a full and satisfactory response to your request. Please do not hesitate to contact me if you have any questions or concerns or need additional information.

Sincerely,



Joseph P. Dugdale
Chief Deputy General Counsel

cc: Major F. L. Johnson
Lieutenant W. P. Moore

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